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INDIAN WELLS

GENERAL

PLAN • 1988



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INTRODUCTION

This document presents an updated, comprehensive General Plan for the City of Indian Wells designed to provide long-range guidance for the growth and development of the City. An earlier edition of this document was prepared and adopted by City Council in May, 1987. After legal review of the adopted Plan, it was deemed inadequate due to inconsistencies between General Plan elements, and failure to adequately address issues required under the State of California General Plan Guidelines. This General Plan Update has substantially revised the original document to respond to legal deficiencies.

The Indian Wells General Plan is, in effect, the constitution of the City and will serve as a blueprint for the long-range physical planning of the City. The Plan contains stated community goals and policies designed to shape the long-term development of the City, as well as protect its environmental, social, cultural and economic resources.

The Plan includes an integrated and internally consistent set of goals and policies that address a number of different topic areas related to the future development of the City. These topics correspond with the seven state-mandated General Plan elements - Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety. In addition to these required elements, the Indian Wells General Plan contains one permissive element, Public Services and Facilities, to reflect the specific needs and objectives of the City.

State law authorizes jurisdictions to adopt specific plans for implementing their general plans in designated areas. To provide additional detail and definition for land uses located along the City's main thoroughfare, a Specific Plan is being prepared for the Highway 111 Corridor. The Specific Plan will be entirely consistent with the City's General Plan. The Highway 111 Corridor will be subject to all the goals and policies set forth in the General Plan, in addition to the precise set of development criteria articulated in the Specific Plan.

Public Participation

The public plays an important role in both the preparation and implementation phases of the General Plan. Because the General Plan reflects community goals and objectives, citizens must be involved with issues identification and goal formulation. The City made every effort to ensure that the public and various civic and professional organizations were consulted during the Plan preparation stage. Additional public involvement was also encouraged through the public hearing process.

In 1986, a 35-member Citizens Advisory Committee, selected to represent a cross-section of the community, was instrumental in identifying the issues to be addressed in the Plan, and in drafting General Plan goals,

policies, and the Land Use Policy Map. As part of the 1988 revision process, a series of Town Hall forums and City Council Study Sessions were held to receive direction from Council as well as public input on the General Plan. These meetings received large public audiences, providing the council and consultant team with input from residents, property owners, and representatives from the business community. Notices for each of these meetings were sent to over 2,500 addresses in the city. In addition, a Notice of Preparation of Environmental Impact Report on the General Plan was posted in the city and published in the local newspaper.

A community attitudes survey was conducted in June-July 1988 to assess the desires of Indian Wells' residents for the future of their City. The survey results reinforced the low density residential character of the City, and identified the need for more public facilities/amenities, such as parks, a library and a community center. A copy of the community attitudes survey is included in Appendix C.

Organization of the General Plan

The Indian Wells General Plan consists of seven elements which together satisfy the content requirements of State Planning Law. To eliminate overlap in subject matter and policy, the Open Space and Conservation elements have been combined as permitted by the State. The General Plan elements and Land Use Policy Map clearly state the community's goals and policies for the long-term development of the City.

Each element is comprised of several sections. The first section is an introduction to the purpose of the element, and its relationship to other General Plan elements. The second section provides background information necessary for issues identification and preparation of element policies. The third section presents a summary of element issue areas which will need to be addressed by policy. The fourth and final section contains the goals and policies designed to guide development decisions relative to the element topic. In addition, the Land Use Element contains a section which describes the Land Use Policy Map.

As required by the California Environmental Quality Act (CEQA), an Environmental Impact Report (EIR) was prepared coincident with the preparation of the Indian Wells General Plan. This document discusses the change in the City's physical and environmental character which could occur under implementation of the Plan. More specifically, the EIR analyzes the impact of land use buildout under the Plan for each of the Plan's elements, and identifies mitigation measures to minimize these impacts. In accordance with CEQA, the environmental impacts of several land use alternatives to the Plan are evaluated. The General Plan EIR provides a mechanism by which development proposals in conformance with the Plan, and other specified criteria, may forego the preparation of a project specific EIR.

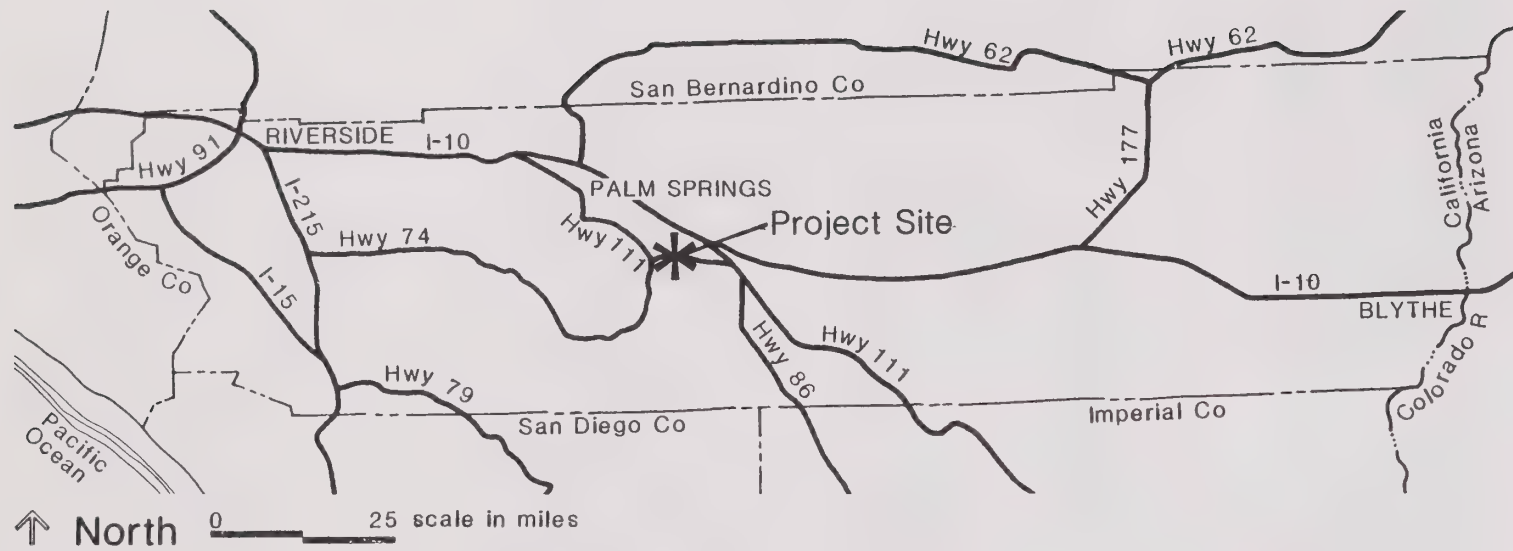
Update Process

As localities and their resources are ever-changing, it is periodically necessary to update and revise the General Plan. State law permits as many as four General Plan Amendments in one year. The State recommends that the entire Plan be thoroughly reviewed at least every five years to reflect new conditions, local attitudes, and political realities. In addition, the short-term portions of the General Plan should be reviewed annually and revised as necessary to reflect new implementation tools, changes in funding sources, and the results of monitoring the effectiveness of past decisions.

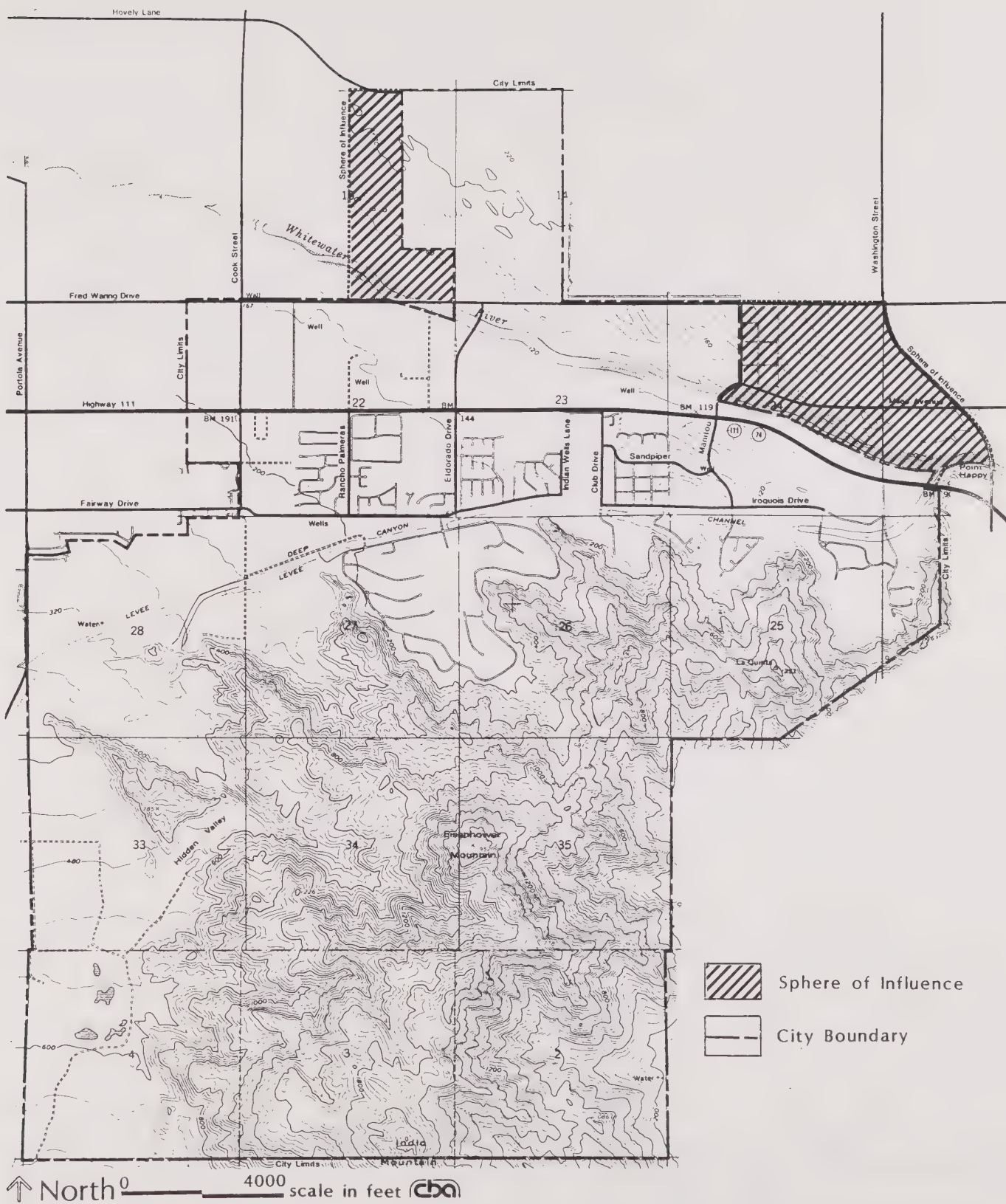
Regional and Local Context

The City of Indian Wells is located in the western central portion of the Coachella Valley between Palm Springs and Indio, as indicated by Figure I-1. The northern portion of the valley is characterized by resort and retirement communities with a focal point being the City of Palm Springs. The southern portion of the valley is predominantly agriculture in nature, with the City of Indio representing the major center in this area. Indian Wells is primarily a residential community, which functions within a broader regional context where the majority of services and commercial uses are provided by adjoining cities.

The General Plan planning area consists of the current incorporated City boundaries and the Sphere of Influence as defined by the Local Agency Formation Commission (LAFCO), and the Sphere area to the northeast which is proposed for annexation. Figure I-2 depicts the planning area boundaries. The City's Sphere of Influence is bordered by Avenue 42 on the north and Fred Waring Drive on the south, paralleling the Eldorado Drive extension. The east Sphere includes an area roughly bounded by Elkhorn Trail on the west, Fred Waring Drive on the north, Washington Street on the east, and the Whitewater Channel on the south.



Riverside County



Land Use Element

City of Indian Wells

Land Use Element

I. INTRODUCTION

Residents of Indian Wells have historically enjoyed the warm, resort-like climate and beautiful physical setting of the desert environment. The communities of the Coachella Valley have been fortunate in avoiding many environmental, physical and economic problems that surface with increasing human activity. However, continuing population growth encouraged by the area's amenities has forced Indian Wells to look closely at new land use decisions.

Land use decisions must balance the increasing demand for new areas where development may occur with the need to preserve the environment upon which the population depends. Residents rely upon the environment for water supply, wildlife, recreation, and waste disposal, plus a place to live and work. Thus, regulated land use decision-making that considers both the community's desires and human needs is essential.

This Land Use Element describes official City policy for the location of land uses and their orderly growth and development. It serves as a guide for both public officials and private citizens to draw conclusions regarding the best use of land. To the private citizen, it sets forth the type of neighborhood he or she can expect to live in, the location and type of service facilities available, and the time and distance required for travel to necessary activities. To the public official, the Element serves as the framework for providing public facilities and services, and for directing new development. Also, the Element serves as a basis for definition of short-range and long-range capital improvements programs.

Purpose of the Element

The intent of the Land Use Element is to describe present and projected land use activity within Indian Wells. The Element also addresses crucial issues concerning the relationship between land uses and population growth, environmental quality, and social and economic objectives.

In accordance with the State of California General Plan Guidelines, the Land Use Element serves the following purposes:

- ° Identifies land use issues;
- ° Provides a statement of land use policies and proposals, distinguishing, when appropriate, between short, middle and long-term periods of fulfillment;
- ° Describes land use density and land use intensities provided for under the Plan, including the relationships of such uses to social, environmental and economic goals and objectives;

- ° Provides for standards and criteria for physical development within each use area with consideration for land capacity; and
- ° Describes and depicts land use pattern provided for under the Plan.

Relationship to Other Elements

A major goal in this General Plan Update is to achieve internal consistency throughout the various General Plan elements. Since the Land Use Element regulates how land is utilized, it integrates and synthesizes most of the issues and policies contained in the other plan elements.

Specifically, the Land Use Element relates to the Housing Element by defining the extent and density of future residential development in the City, and by identifying a density increase or other incentives of equivalent financial value for the provision of affordable units. The Land Use Element is also coordinated with the Conservation/Open Space Element in that open space resources are designated on the Land Use Policy Map, and environmental factors are considered in the location of land use types. The Land Use Element also relates to the Safety and Noise Elements by integrating their broad land use recommendations into detailed policies which apply to specific geographic locations. Finally, the Circulation and Land Use Elements are interrelated in that specific land use decisions depend upon major traffic routes and circulation patterns.

While not a General Plan element per se, the Highway 111 Specific Plan will be closely coordinated with the Land Use Element. The Specific Plan, when adopted, will provide additional detail and definition for land uses located along the corridor, define a precise set of development criteria and establish site specific building standards. All goals and policies set forth in the General Plan will also apply to the Highway 111 Corridor. Development occurring along the corridor will be subject, in addition, to the more detailed policies and standards set forth under the Specific Plan.

II. EXISTING LAND USE

The following section provides background information on the existing land uses in Indian Wells. Its purpose is to describe the local setting while also establishing the foundation for developing land use goals and policies.

Indian Wells' 14.4 square miles contain an array of land use types that have developed in response to socially-determined decisions, economic growth and technological change. The existing uses have been generated over a period of time through interaction between property owners; City officials, professional planners and concerned citizens. An inventory of existing land use has been prepared by the City's planning department based on review of aerial photographs and existing land use maps, and supplemented with field checks of selected sites. This land use data has been tabulated in Table LU-1 and is data generally depicted in Figure LU-1.

Residential land uses comprise 90 percent of the total developed land in the planning area, with single-family uses comprising nearly 60 percent of the total residential acreage. Recent development shows an increasing orientation toward planned residential developments and large-lot custom homes. While condominium residences currently comprise 31% of total residential acreage, the demand for condominiums has declined except in the most upscale subdivisions. Only one area of multi-family housing (5+ dwelling unit/acre) currently exists in the City, located in the Racquet Club area on the eastern periphery of the City. The predominant character of the City's residential development continues to be one of low density, large-lot subdivisions.

Commercial land uses comprise the balance of urban development in the City and constitute 10 percent of the total developed acreage. This limited amount of commercial use occurs primarily along Highway 111 in concentrated nodes of development. Resort hotels are the predominant commercial land use type and will achieve an even greater dominance in the City with several large-scale hotels approved north of Highway 111. General commercial uses in the City consist of two neighborhood-serving commercial centers and a freestanding restaurant; a third commercial center consisting of limited retail and office uses is currently under construction. Office development in the City is currently limited to the few offices located in the Indian Wells Town Center at Highway 111 and Club Drive and those located in Village I and II.

Existing public facilities are centrally located in the City's Civic Center at Eldorado Drive and Highway 111. The six acre site houses City Hall and Riverside County Sheriff and Fire substations. A stand of date palms has been preserved in front of City Hall and has recently been dedicated as the City's first park.

Open Space is the predominant land use type in the City, comprising 60 percent of total land use acreage. Hillside open space consists of the Santa Rosa mountain range in the southern portion of the City, including a portion of the State Bighorn Sheep Reserve. Watercourse open space

consists of the City's two flood control channels and a large area of unimproved flood control in the Deep Canyon area. Recreational open space includes the numerous golf courses dispersed throughout the City, and the City's one public park.

Land which is available for development in Indian Wells includes undeveloped urban land, privately-owned hillside areas, and agricultural land. These developable lands total approximately 2,540 acres.

**TABLE LU-1
EXISTING LAND USE INVENTORY
JANUARY 1988**

Land Use	Acreage	Dwelling Units/ Square Footage	% of Developed Area
RESIDENTIAL			
Low Density - Single Family	543 acres	2,135 DUs	53%
Low Density- Condominium	314	587	31%
Medium Density (5+ du/acre)	64	339	6%
Total Residential	921	3,061	90%
COMMERCIAL			
Resort Commercial (Hotel)	74	1,093,000 sq. ft. ¹	7%
General Commercial	25	152,500	2%
Professional Office	6	76,000	.6%
Total Commercial	105	1,321,500	9.6%
TOTAL DEVELOPED URBAN LAND	1,026 acres (1.6 square miles)		99.6% ²
OPEN SPACE:			
Hillside Open Space (Public)	3,602 acres		
Watercourse Open Space	1,110		
Recreational Open Space	958		
PRIVATELY-OWNED HILLSIDES			1,028 acres
AGRICULTURAL LAND			63
UNDEVELOPED URBAN LAND			1,448
TOTAL DEVELOPABLE LANDS			2,539 acres
TOTAL LAND USE ACREAGE			9,235 acres (14.43 sq. mi.)

(1) Includes Stouffer Hotel currently under construction

(2) Does not total 100% due to rounding.

Source: City of Indian Wells Planning Department
and Cotton/Beland/Associates.

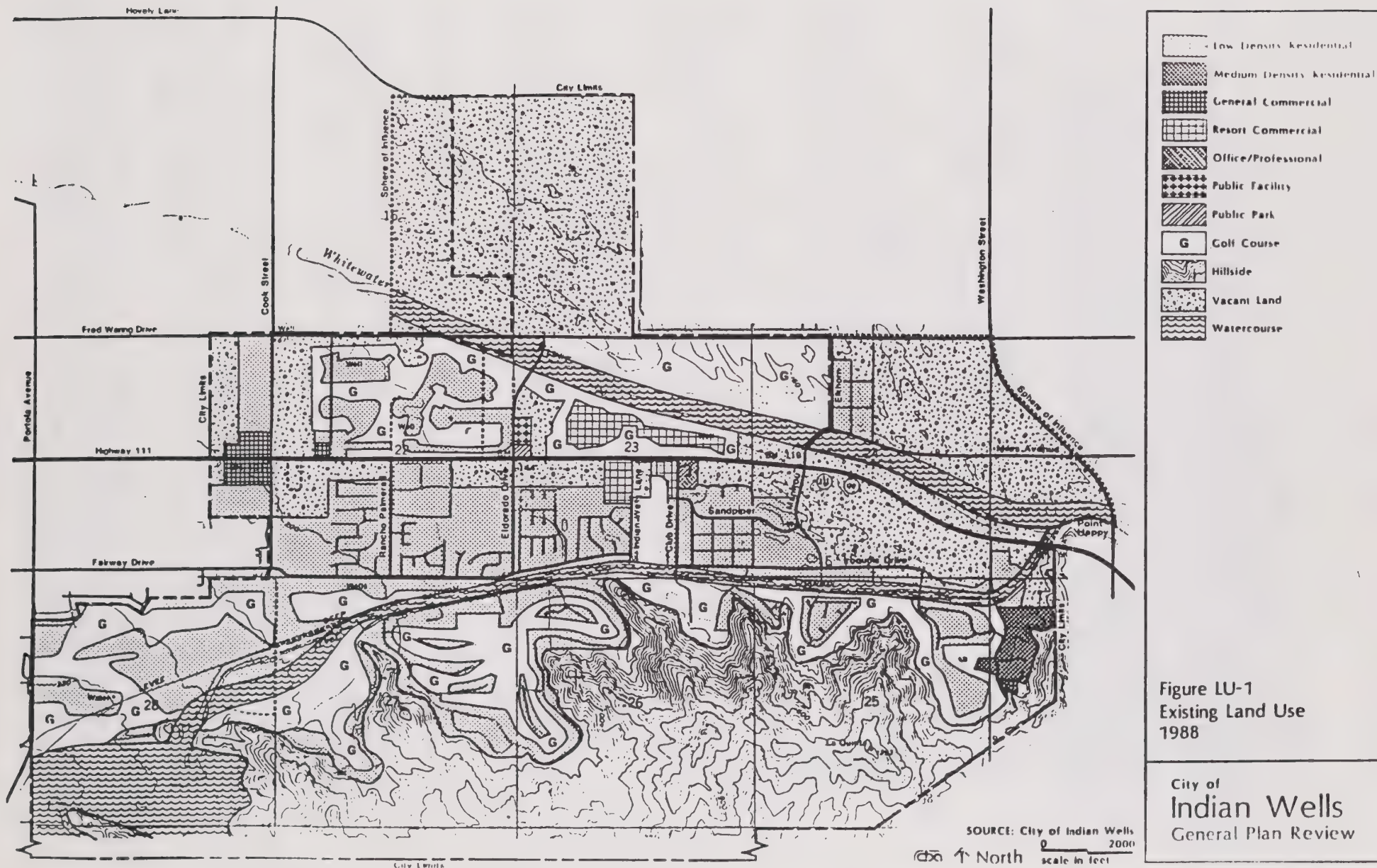


Figure LU-1
Existing Land Use
1988

City of
Indian Wells
General Plan Review

III. SIGNIFICANT LAND USE ISSUES

The following land use issues which have been identified in the city will need to be addressed in the Land Use Element goals and policies and reflected in the Land Use Policy Map.

- ° City residents strongly support the continuation of a very-low density residential environment, including along the length of the Highway 111 corridor. Noise generated from Highway 111 will necessitate extensive design mitigation to minimize noise impacts to an acceptable level.
- ° The City's major thoroughfare, Highway 111, lacks a cohesive image or distinctive identity. As much of the land along this corridor is vacant, the City has the opportunity to develop a unique and distinctive identity for Indian Wells.
- ° New development will contribute significant demands for infrastructure and public services. If a fragmented pattern of development is permitted to occur, the delivery of services will be less efficient, and extensive construction of infrastructure will be required, adding unnecessary costs to new development as well as present users.
- ° As the City becomes more built out, there will be greater potential for land use incompatibilities, such as those related to physical scale, noise, traffic and lighting. Specific types of incompatible land uses in Indian Wells could include the following:
 - Commercial uses abutting residential without adequate buffering to mitigate noise, lighting and odors;
 - Higher density residential adjacent to lower density residential without adequate buffers to mitigate noise, lighting and view intrusion;
 - Noise sensitive land uses adjacent to highways without adequate sound attenuation.
- ° Existing development in the City has occurred largely as individual projects and lacks an overall design consistency. This has resulted in differing architectural themes and standards, and abrupt visual alterations between similar land uses.
- ° While City residents strongly support the continuation of a predominately residential environment, residential land uses do not generate sufficient revenue to maintain adequate municipal service levels.¹ The City will continue to promote some revenue-generating land uses, such as resort hotels, to protect its fiscal integrity.

(1) The City's 1988-89 budget and analyses by Natelson-Levander-Whitney, Inc. indicate that residential uses currently demand \$850,000 in service costs above revenues they yield. In other words, revenues generated by the residential community are covering less than 30 percent of service costs generated by residential uses.

- As less land becomes available for development in the City, less suitable areas subject to environmental hazards such as flooding, blowsand, slope instability, and noise will start being developed. The City will need to ensure that developments in environmentally sensitive areas adequately mitigate potential hazards.
- The natural physical setting of Indian Wells serves as a strong attraction to growth. The City will need to ensure that as development occurs, views to hillsides and other scenic amenities are preserved.

IV. OVERVIEW OF LAND USE PLAN

The Indian Wells Land Use Policy Map is depicted in Figure LU-2, located in the back of this document. The Plan map provides a graphic depiction of the General Plan's development policies and indicates land use designations for which pertinent policies and standards have been established. A major goal of this Plan is to maintain a quality residential environment in Indian Wells and to ensure that new development is compatible with the City's residential character. General commercial uses will be limited to several concentrated nodes of neighborhood-serving commercial located along Highway 111. The predominant commercial emphasis will be towards resort hotels, with requirements for appropriate design and setback standards to ensure their integration with adjacent land uses.

The land use classifications depicted on the Land Use Policy Map represent a range of allowable densities and intensities designed to represent functional land use types. These land use classifications reflect a new system of categories and differ from the City's 1981 and 1987 General Plan and zoning designations. Table LU-2 presents the list of updated General Plan land use categories, their associated densities and intensities, and a description of functional land use types for each category. The following discussion will elaborate on the location and intent of the land use categories.

Residential Land Uses

The Plan provides for residential densities which range from one to twelve dwelling units per gross acre. To maintain the City's existing low density residential character, the majority of the urban area has been designated for "Very Low Density Residential" at one to three dwelling units per acre. It should be noted that the upper end of this density range is not guaranteed, but rather represents the potential density that could be achieved after specified performance standards are met; this applies to all four residential categories. The following criteria will be used to determine maximum residential density within a density range:

- ° compatibility with surrounding land uses;
- ° floodplain protection;
- ° adequacy of public infrastructure, including water, sewer, gas and electricity;
- ° proximity to health care facilities, commercial areas, and other services;
- ° provision of neighborhood-serving open space and recreation;
- ° access and proximity to major streets;
- ° preservation of natural resources and vegetation; and
- ° mitigation of negative environmental impacts such as noise, traffic, and light and glare.

**TABLE LU-2
GENERAL PLAN LAND USE CATEGORIES**

Designation	Development Standard	Development Characteristics
<u>Residential</u>		
Very Low Density	1-3 du/gross acre	Single-family homes on large lots, often custom-designed.
Low Density	3.1-4.5 du/gross acre	Standard single-family detached subdivisions, typical of tract developments.
Medium Density	4.6-7 du/gross acre	Small lot, detached single family dwellings typically one to two stories in height.
Medium-High Density	7.1-12 du/gross acre	Lower density townhomes, condominiums and apartments. Would accommodate congregate housing facilities for seniors.
<u>Commercial</u>		
General Commercial	.75 FAR*	A wide range of goods, such as grocery stores, retail shops and restaurants, and services such as dry cleaners and shoe repair.
Resort Commercial	.25 FAR	Resort hotels and ancillary tourist commercial uses.
Professional Office	1.0 FAR	Administrative and professional offices such as financial institutions, medical/dental offices and related commercial facilities.
<u>Public/Quasi Public</u>		
Public Facilities		Civic center and other publicly-owned facilities.
Public Parks		Publicly-owned parks
Public/Commercial Recreation		Public and private recreation facilities, primarily consisting of golf courses.
<u>Open Space</u>		
Natural Preserve	1 du/40 acres	Privately owned lands in the Santa Rosa Mountain range along the southern half of City. Limited residential development is permitted subject to restrictions of a Hillside Management Ordinance.

* FAR=Floor Area Ratio. FAR compares the size of the building to the size of its site. It is the numerical value obtained by dividing the above-ground gross floor area of a building or buildings located on a lot by the total area of such lot.

TABLE LU-2
GENERAL PLAN LAND USE CATEGORIES
 (Continued)

Designation	Development Standard	Development Characteristics
Open Space (continued)		
Country Club Open Space		Undeveloped hillsides under country club ownership.
Watercourse		Areas subject to flood hazard.
Public-Owned Open Space		Publicly-owned open space lands. Comprised predominately of Federal, State and City-owned lands in the Santa Rosa Mountains.

Residential development densities will be permitted to be "averaged," providing for increased densities on portions of a site (predicated on compliance with General Plan and zoning requirements and subject to approval by Council), and balanced out by lesser densities in other portions of the site to achieve the overall average density specified by the land use category.

In order to provide affordable housing opportunity in Indian Wells, financial incentives will be offered for the development of low and moderate income units. Parcels designated for Medium Density and Medium-High Density Residential - "target affordable housing sites" - will be offered incentives when a minimum of 25 percent of the total housing is set aside for lower income residents. Incentives may take the form of direct financial assistance to the builder, such as but not limited to land write downs, on and off site public improvements, fast track processing, fee waivers or relaxation of development standards. The City may also provide incentives in the form of financial assistance to the resident, such as through rental and mortgage assistance programs. Affordable units will be of like design and geographically integrated with the balance of market rate units in the projects. The City's ability to offer significant alternative incentives other than density bonuses will allow the City to fully meet its affordable requirements and also maintain the low density residential character of the community.

Commercial Land Uses

Commercial development is purposely limited under this General Plan in order to maintain the City's predominant residential character. Existing neighborhood-serving commercial centers have been designated as General Commercial - Village I and Town Center - with no new sites designated. These centers currently contain about 150,000 sq.ft. of commercial facilities on a total of 25 acres. According to ULI¹ data, a market population of about 15,000 persons is necessary to support such development. Assuming a potential resident population of 10,000 at buildout, these centers should adequately meet local commercial needs. A low intensity Professional Office category has been created to accommodate the newly developing Village II office/limited retail center, along with the opportunity for a new office development adjacent Ralph's shopping center.

(1) Urban Land Institute, Shopping Center Development Handbook - Second Edition, Washington, D.C. 1985.

Resort Commercial will remain the predominant commercial land use under the General Plan. Additional areas for resort hotels have been designated along Highway 111 with a one-square mile area designated north of Fred Waring Drive to accommodate the Sunterra Master Plan hotel complex. Ancillary commercial uses operated for the convenience of hotel guests will also be permitted in the Resort Commercial category in conformance with stated criteria set forth in the City's Zoning Ordinance.

Public/Quasi Public

As public facilities follow rather than lead development, new areas for public facilities will be designated as development occurs. The Highway 111 Specific Plan designates areas along the corridor for institutional uses, including museums, a community center, and community theatre which will be designated as Public Facilities on the Plan Map if brought under public ownership. In addition to the City's existing public park, the Land Use Policy Map designates a new one-acre park within the planned Medium-High Density Residential area west of Miles Avenue. The precise location of this park will be defined as part of the site planning for the surrounding residential use. A Public/Commercial Recreation category has been created to designate the City's numerous golf courses. (These golf courses had previously retained the residential zoning of the surrounding uses, which over-estimated residential acreages in the City.)

Open Space

The Open Space category encompasses four designations - Nature Preserve, Country Club Open Space, Floodplain and Public-owned Open Space. The Nature Preserve category is comprised of privately-owned lands in the Santa Rosa Mountains along the southern half of the City. Due to the precipitous slopes of this mountain range, development will be limited to a maximum of one dwelling unit per 40 acres, and will be subject to the City's hillside regulations to ensure environmental sensitivity.

A country club open space designation has been developed for undeveloped hillsides in the City under country club ownership. These lands are deed restricted from future development. However, to ensure their preservation, the City will pursue dedication or purchase of these lands for permanent open space.

The watercourse category designates areas subject to flood hazard within the 100 year floodplain. Floodplain areas include the City's two floodcontrol channels and an area of unimproved floodway in the Deep Canyon area. Federal standards prohibit development in the floodway. However, lands may be taken out of the 100-year floodplain as floodcontrol improvements are made and flood hazard is mitigated.

Public-owned open space is comprised predominately of lands in the Santa Rosa Mountains under Federal, State, or Municipal government ownership. The intent of separating out public-owned open space is to identify lands that will remain in their natural state, and where development is prohibited.

Implications of Land Use Policy

The Land Use Element permits additional growth in the City's residential and commercial sectors. The General Plan will ensure that this growth is managed in a manner that is consistent with Citywide goals and policies. The magnitude of growth which could occur in the City under buildout of the General Plan is indicated in Table LU-3¹

The Plan accommodates a net increase of 2,950 dwelling units, representing an approximate 90 percent increase over the City's (1988) 3,061 dwelling units. The predominant residential land use type will continue to be very low density, large lot single-family homes. Limited multi-family residential, along with senior citizen housing for the elderly, will be accommodated in the Medium-High Density Residential category. In order to meet its identified share of future regional housing needs, the City shall provide financial incentives as an encouragement for the development of affordable units in concert with market-rate housing.

In terms of commercial development, the Plan accommodates an increase in over 682 acres of commercial use, or approximately 650 percent above existing. With the exception of new office and retail uses within and adjacent Village I and II, and Town Center, all new commercial development will be directly related to the City's resort industry. In addition to hotels, auxiliary commercial uses shall be permitted.

(1) It should be noted that these growth estimates represent development on vacant parcels only. While there is additional growth potential in existing areas developed at less the maximum permitted density, these areas are in good physical condition, suggesting they will not recycle higher density land uses.

TABLE LU-3

ESTIMATED GENERAL PLAN BUILDOUT:
NET CHANGE IN DEVELOPMENT

	Acres	Maximum Permitted DUs	Minimum Affordable Units(1)	Population (2)
RESIDENTIAL				
Very Low Density (1-3 du/gross acre)	688	2,064	-	5,325
Low Density (3.1-4.5 du/gross acre)	97.2	437	-	1,127
Medium Density (4.6-7 du/gross acre)	34.9	244	68	630
Medium-High Density (7.1-12 du/gross acre)	16.3	196	54	506
Nature Preserve (1 du/40 acres)	380.0	9	-	23
TOTAL	1,216.4	2,950	122	7,611
	Acres	Square Feet		
COMMERCIAL				
General Commercial (.75 FAR)	1.5		49,005	
Resort Commercial (.25 FAR)	677.0		7,372,530	
Professional Office (1.0 FAR)	4.3		187,308	
TOTAL	682.8		7,608,843	

(1) These numbers reflect the minimum number of affordable housing units to be developed in Indian Wells during the 1989-1994 period, pursuant to the City's share of future regional housing needs.

(2) Based on an average household size of 2.58 persons. Due to the City's large proportion of vacation homes which do not generate year-round residents, estimates represent a maximum population scenario characteristic only a few months out of the year.

V. GOALS AND POLICIES

The goals and policies contained in the Land Use Element are concerned with preserving the integrity of the City's low intensity, residential character and ensuring that development is sensitive to the environment. While new development can be beneficial to a city, future growth must be managed in a sensible and rational manner. Adequate infrastructure and services must be available to meet future demand to ensure the existing levels of service are maintained. Environmental factors, such as flood hazard, topography and habitat sensitivity also need to be considered before development occurs. The following goals and policies are designed to address these issues.

GOAL 1: Encourage development which maintains the City's very-low density residential and resort character, while making adequate provision for the housing needs of all economic segments of the community.

POLICY 1.1: Establish a high quality of urban design to ensure and enhance the quality image and residential character of the City.

POLICY 1.2: Adopt a Specific Plan for the Highway 111 corridor which sets forth a cohesive set of urban design standards and maintains the corridor as predominantly very low density residential.

POLICY 1.3: Assist in the consolidation of contiguous smaller parcels for residential development.

POLICY 1.4: Limit new commercial development to land uses related to the City's resort industry, with the exception of commercial uses within established neighborhood-serving commercial centers.

POLICY 1.5: Incorporate sufficient areas of open space in development projects to maintain a sense of openness in developed areas.

POLICY 1.6: Assist in the development of adequate housing to meet the needs of low and moderate income households through implementation of a five-year housing program set forth in the Housing Element.

GOAL 2: Accommodate new development which is coordinated with the provision of infrastructure and public services.

POLICY 2.1: Locate new development where infrastructure is available or can be expanded without adverse effects on existing uses. Permit expansions into the sphere of influence only when urban services can be provided efficiently.

POLICY 2.2: Require right-of-way and other necessary improvements to be installed by developers as each property develops.

GOAL 3: Accommodate new development which is compatible with and complements existing land uses.

POLICY 3.1: Require physical separation (i.e. setbacks or barriers) where commercial development abuts residential development, and where land uses abut major arterial highways.

POLICY 3.2: Commercially-approved properties shall be clustered to minimize the impact on residential land uses.

POLICY 3.3: The following types of development shall be prohibited in Indian Wells:

- ° Linear or "Strip" Commercial Development
- ° Heavy Polluting Industry
- ° New Billboards

POLICY 3.4: Require development to utilize low intensity lighting and/or screening to minimize light spillover and glare.

POLICY 3.5: Require multi-family structures located adjacent single-family parcels to incorporate adequate screening into project design to prevent view intrusion.

GOAL 4: Protect the fiscal integrity of Indian Wells.

POLICY 4.1: Maintain significant revenue-generating land uses in the City, particularly resort commercial uses, to assure a balance of costs and revenues over time.

POLICY 4.2: Encourage the provision of cost efficient public services, such as low maintenance, water efficient public landscaping.

POLICY 4.3: As developed areas are annexed into the City, existing development shall be exempt from City development standards beyond those necessary to ensure the health and safety of the occupant.

GOAL 5: Accommodate new development that is sensitive to the natural environment, and accounts for environmental hazards.

POLICY 5.1: Encourage development which capitalizes on the area's natural environmental setting, and preserves views of scenic hillside areas.

POLICY 5.2: Regulate building height to avoid obtrusive breaks in the natural skyline, and to be responsive to surrounding setting.

POLICY 5.3: Encourage the use of palm trees in development projects, and preserve existing trees where feasible to do so.

POLICY 5.4: Encourage clustering of residential uses to minimize impacts from noise, flooding, slope instability and other environmental hazards.

POLICY 5.5: Prohibit residential development in areas of greater than 65 CNEL unless effective mitigation measures can be incorporated into project designs to reduce noise levels to 65 CNEL in outdoor activity areas, and 45 CNEL in indoor areas.

POLICY 5.6: Develop a Hillside Management Ordinance to regulate development in areas of greater than 15 percent slope. The ordinance shall prohibit development or alteration of primary ridgelines, require development to be sited in the least visually obtrusive fashion, and require environmental analysis of potential environmental degradation and safety hazards.

Housing Element

City of Indian Wells

Background

In 1967, a housing element became the third mandated part of a General Plan. During the ensuing 15 years numerous revisions were made to the required contents of community housing elements. In 1981, Article 10.6 of the Government Code was enacted and now describes the content requirements of local housing elements. This legislation, commonly referred to as the Roos Bill, requires that a local housing element include an assessment of housing needs; an inventory of resources and constraints; a statement of goals, policies and objectives; and a five-year housing program.

The Housing Element is one of seven elements of the 1988 Indian Wells General Plan. While reflecting the community's needs, goals and aspirations for the future, the Housing Element must also meet the requirements set forth in statewide General Plan legislation.

The Indian Wells Housing Element, in complying with the letter and spirit of Article 10.6, must respond to the four major issues which are listed below:

1. What are Indian Well's housing needs?
2. What can the city realistically do about meeting these needs?
3. What are the housing goals and policies of the city?
4. What specific actions can the city take to meet housing needs?

Purpose of the Element

The purpose of the Housing Element is to identify local housing problems and needs and to identify measures necessary to mitigate and alleviate these needs and problems for all economic segments of the community. Another key purpose of the Housing Element is to contribute to meeting the State housing goal as stated below:

"The availability of housing is of vital statewide importance, and the early attainment of decent housing and a suitable living environment for every California family is a priority of the highest order." (Section 65581).

General, statewide purposes of local housing elements are influenced by the legislative policy and intent of Article 10.6. Section 65581 contains the following declarations which describe the legislature's intent in enacting the most recent revisions to the housing element law:

"(b) To assure that counties and cities will prepare and implement housing elements which, along with federal and state programs, will move toward the attainment of the state housing goal." (emphasis added).

"(c) To recognize that each locality is best capable of determining what efforts are required by it to contribute to the attainment of the state housing goal, provided such a determination is compatible with the state housing goal and regional housing needs."

"(d) Local and state governments have a responsibility to use the powers vested in them to facilitate the improvement and development of housing to make adequate provision for the housing needs of all economic segments of the community."

"(e) The legislature recognizes that in carrying out this responsibility, each local government also has the responsibility to consider economic, environmental, and fiscal factors and community goals set forth in the general plan and to cooperate with other local governments and the state in addressing regional housing needs."

The Housing Element is organized to present information according to the four principal topics listed below:

1. Housing Needs Assessment
2. Inventory of Resources and Constraints
3. Statement of Goals, Objectives and Policies
4. Five-Year Housing Plan

The first component is the assessment of housing needs which includes an analysis of the following factors:

1. Condition of the existing housing stock
2. Housing costs in relation to ability to pay
3. Housing needs of special groups
4. Population and employment trends and projections
5. Share of regional housing needs

The second component is the inventory of resources and constraints which includes an assessment of the factors listed below.

1. Land supply: residential acreage; availability of suitable residential sites
2. Availability and capacity of local public services and facilities
3. Residential land use and zoning controls
4. Building codes and enforcement
5. Site improvement requirements
6. Fees and other exactions required of residential developments
7. Local processing and permit procedures
8. Utilization of State and Federal housing programs
9. Land costs
10. Construction costs
11. Availability of financing

The third and fourth major components of a local housing element are described below:

1. "A statement of the community's goals, quantified objectives, and policies relative to the maintenance, improvement and development of housing." (Section 65583 (a)) (emphasis added)
2. "A program which sets forth a five-year schedule of actions the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of housing element through the administration of land use controls, provision of regulatory concessions and incentives, and the utilization of appropriate federal and state subsidy programs." (Section 65583 (a)) (emphasis added)

Authorization

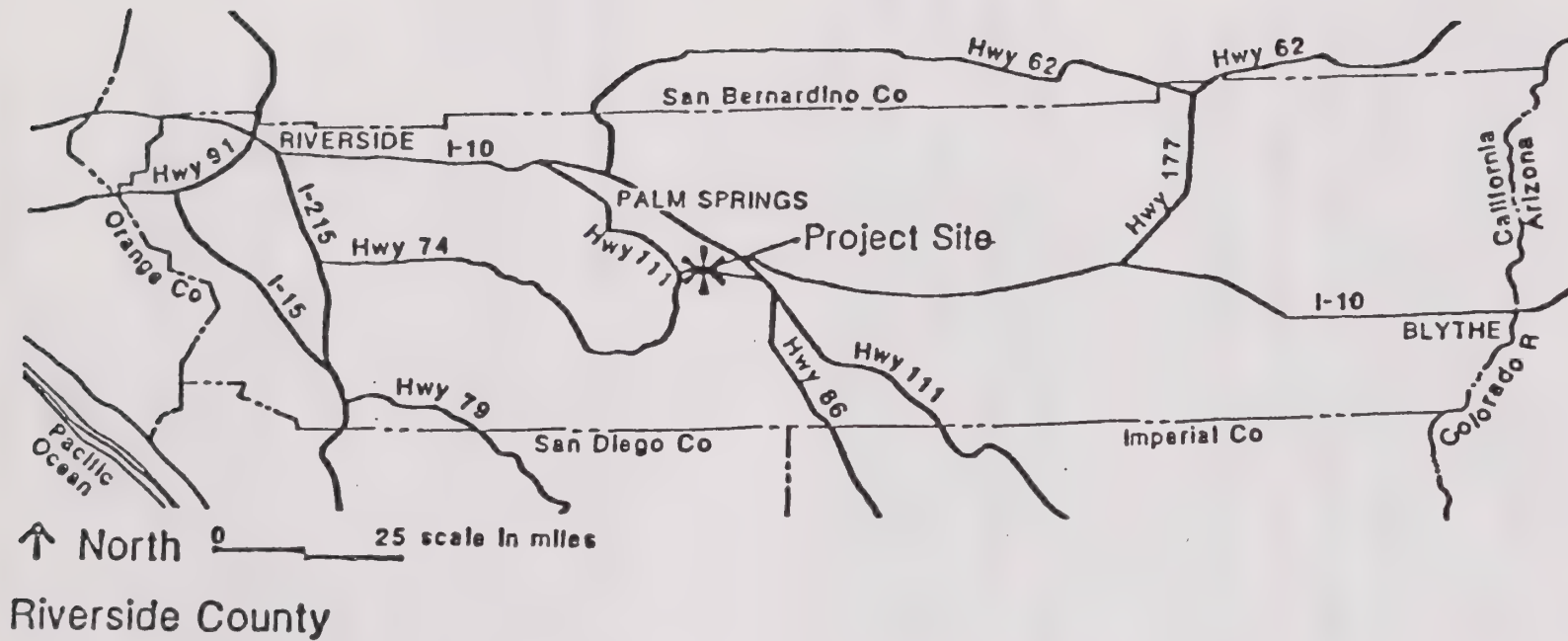
As noted earlier, housing elements were mandated by legislation enacted about two decades ago in 1967. In 1977, "Housing Element Guidelines" were published by the State Department of Housing and Community Development (D/HCD). The "guidelines" spelled out not only the detailed content requirements of housing elements but also gave the D/HCD a "review and approval" function over this element of the General Plan. In 1981, the Roos Bill was passed, thereby enacting Article 10.6 of the Government Code. This bill, in effect, placed the guidelines into statutory language and changed the D/HCD's role from "review and approval" to one of "review and comment" on local housing elements.

The legislation also requires an update of the housing element every five years. After adoption by the Indian Wells City Council, another revised element is mandated by 1994. By that time, much of the data and statistics from the 1990 Federal Census of Population and Housing should be available for the required update. The 1994 Indian Wells Housing Element also will need to address the progress made on achieving the goals and objectives stated in this Housing Element.

Relationship to Other Elements

As stated in the Land Use Element, a major purpose of the Updated General Plan is to achieve internal consistency among all the elements. The Housing Element is consistent with all of other General Plan elements and is particularly related to the Land Use Element. Stated briefly below are the major aspects of interrelationship between the Land Use and Housing Elements:

- Residential land use densities.
- Provision for financial incentives or density increases to facilitate the provision of affordable housing.
- Suitability of land for various housing types, densities and products.
- Amount of land allocated to residential land use.
- Goals and policies affecting housing and residential land characteristics.



HOUSING NEEDS ASSESSMENT

The Housing Needs Assessment encompasses the following factors:

- Analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels. Such existing and projected needs shall include the locality's share of the regional housing need. (Section 65583 (a) (1) of the Government Code) (emphasis added).
- Analysis and documentation of household characteristics including level of payment compared to ability-to-pay, housing characteristics, including overcrowding, and housing stock condition. (Section 65583 (a) (2)) (emphasis added).
- Analysis of any special housing needs, such as those of the handicapped, elderly, large families, farm workers, and families with female heads of household, and families and persons in need of emergency shelter. (Section 65583 (a) (6)) (emphasis added).
- Analysis of opportunities for energy conservation with respect to residential development. (Section 65583 (a) (7)) (emphasis added).

With the foregoing in mind, the needs assessment is presented under the following four subject headings:

1. Housing Stock Condition
2. Existing Housing Needs for All Income Levels
 - Ability to pay
 - Overcrowding
 - Special housing needs
3. Projected Housing Needs for All Income Levels
 - Population trends
 - Employment trends
 - Share of regional need
4. Energy Conservation in New Development

HOUSING STOCK CONDITION

Introduction

There are differences between housing stock condition and housing improvement needs. The term "condition" refers to the physical quality of the housing stock; the quality of individual housing units or structures may be defined as either sound, deteriorating or dilapidated. Housing improvements, on the other hand, refer to the nature of the "remedial" actions necessary to correct defects in the housing condition such as demolition, minor repairs, major repairs and rehabilitation.

Assessment

As of January 1988, Indian Wells had a housing stock comprised of almost 3,100 dwelling units and a population of almost 2,443. Most of Indian Well's housing units are single-family dwellings; the complete breakdown is listed below:

	<u>Number</u>	<u>Percent</u>
• Single-Family	2,130	69.6%
• Duplex	587	19.2
• Multiple-Family	339	11.1
• Mobile Home	<u>5</u>	<u>.1</u>
Total Units:	3,061	100.0

In 1980, the City's housing inventory included 2,041 dwelling units. As indicated by Chart H-1 on the following page, the composition of the housing stock, on a percentage basis, has remained fairly constant over the past eight years. Between April 1980 and January 1988, the stock has increased by 1,020 dwellings; most of the net gain, 61.2%, was due to changes in the single-family inventory. Chart H-2 summarizes the data on changes to the City's housing stock between April 1980 and January 1988.

CHART H-1
CITY OF INDIAN WELLS
COMPOSITION OF THE HOUSING STOCK-JAN 1980

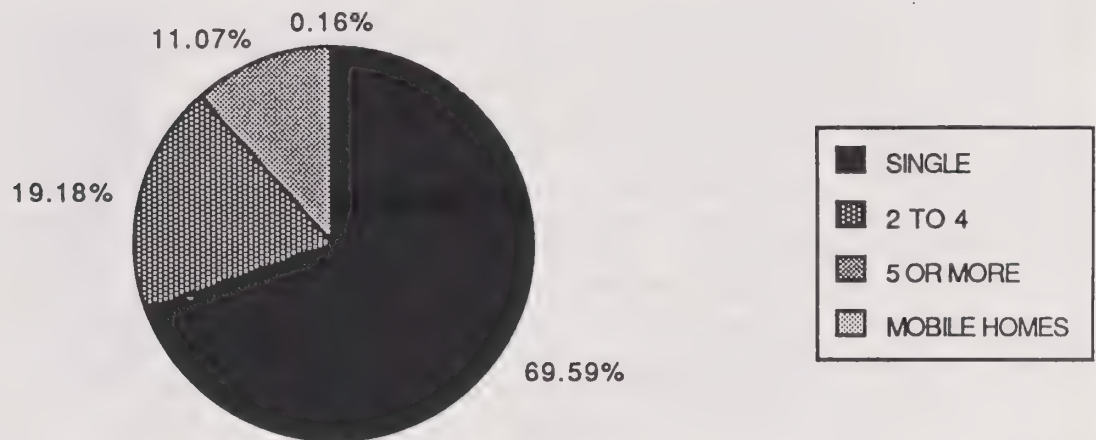
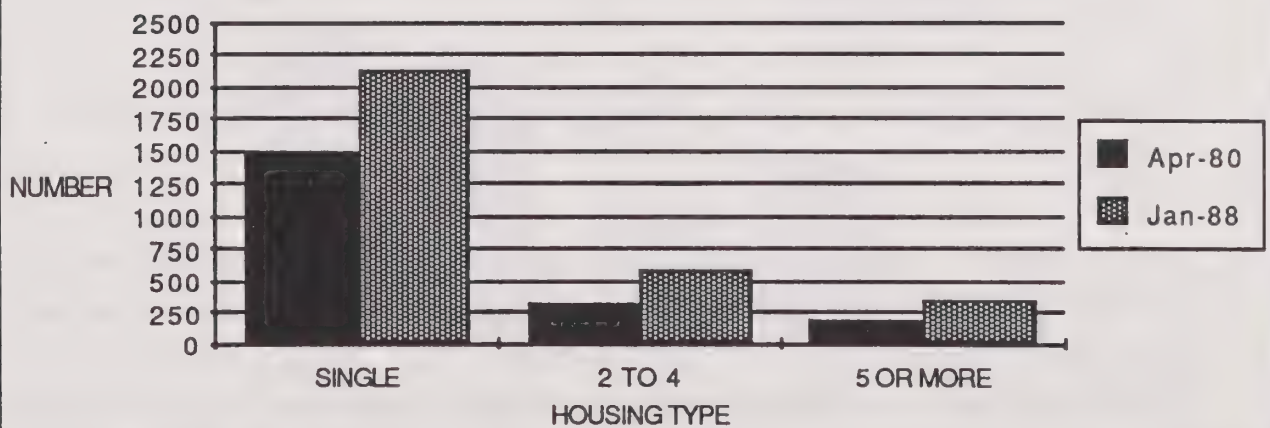


CHART H-2
CITY OF INDIAN WELLS
CHANGE IN THE COMPOSITION
OF THE HOUSING STOCK
APRIL 1980 TO JANUARY 1988



The vast majority of the housing supply is owner-occupied; only 36 or 5.8%, of the stock in 1980 was renter-occupied. Tenure data by housing type are shown on Chart H-3 on the following page. Listed below is the tenure by housing type expressed in percentage terms:

	<u>% Owner</u>	<u>% Renter</u>
• 1 unit, detached	96.1	3.9
• 1 unit, attached	97.6	2.4
• Duplex	80.9	19.1
• Tri-plex or 4-plex	100.0	0.0
• 5+ units	66.7	33.3
• Mobilehomes	100.0	0.0

The number of housing units by type, based upon January 1988 State Department of Finance data, is shown below:

	<u>Number of Units</u>
• 1-unit structure	2,130
• Duplex to 4-plex	587
• 5 units or more	339
• Mobilehomes	5

A high percentage of owner-occupied housing typically is correlated with the maintenance of housing quality.

Another indicator of housing condition is the age of the inventory. About one-third of the housing stock is eight years of age or less. By comparison, only .2% of the stock was 39 to 48 years old and .1% was 49 years or older. These statistics and a field survey conducted in the fall of 1987 indicate that, unlike other communities, the condition of the housing stock is not a problem in Indian Wells. Chart H-4 summarizes the data on age of housing in Indian Wells. There are only five units in need of rehabilitation according to City Planning and Building Department estimates. One unit does not meet City codes because it lacks a garage and the remaining four need cosmetic improvements.

CHART H-3
CITY OF INDIAN WELLS
TENURE BY HOUSING TYPE-JANAURY 1988

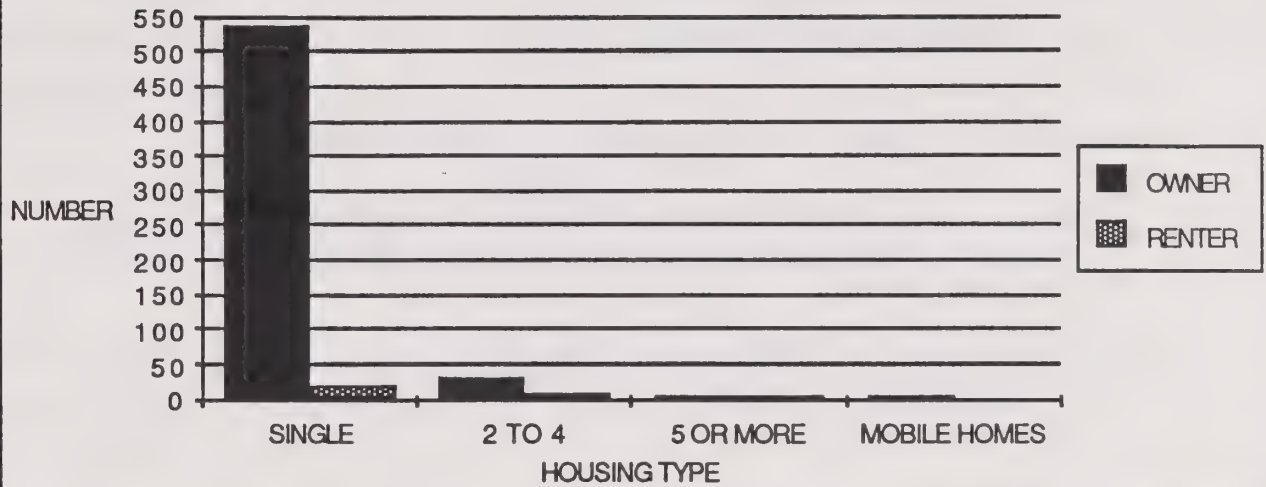
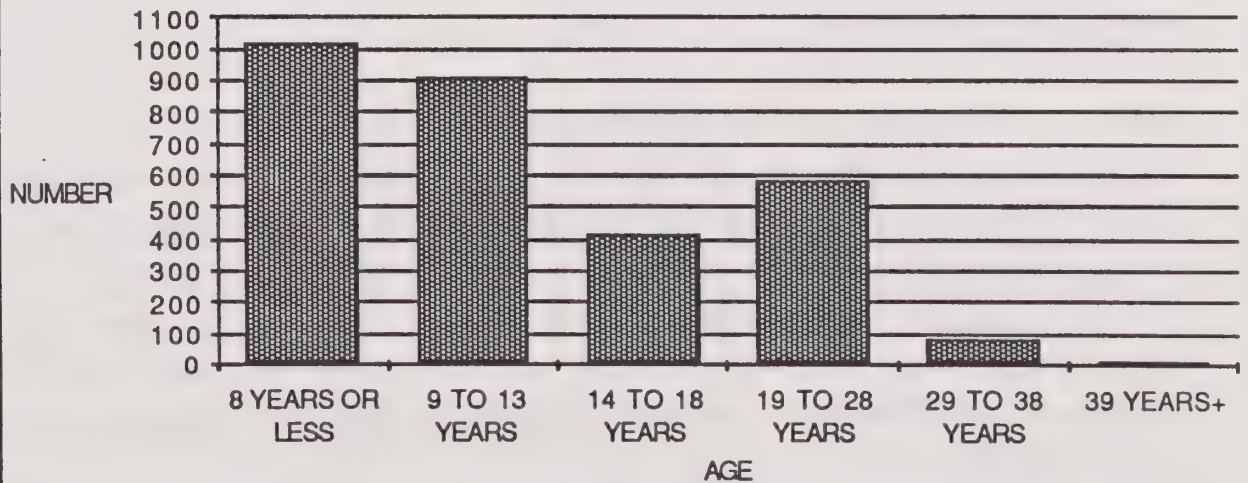


CHART H-4
CITY OF INDIAN WELLS
AGE OF THE HOUSING STOCK-JANAURY 1988



EXISTING HOUSING NEEDS FOR ALL INCOME LEVELS

The housing needs of resident City households are presented in two ways:

- Housing assistance needs
- Special housing needs

An assessment of housing assistance needs includes the following:

Analysis and documentation of household characteristics, including level of payment compared to ability to pay . . . (Section 65583 (a) (2)) (emphasis added)

. . . a quantification of the locality's existing and projected housing needs for all income levels. (Section 65583 (a) (1)) (emphasis added)

Under present law, a housing element also must include an analysis of special housing needs. These needs refer to households having atypical characteristics -- the handicapped, elderly, large families, farm workers, female heads of households, and families and persons in need of emergency shelter. Overcrowded households fall within the intent of the special housing needs analysis and must be included in the needs assessment.

Housing Assistance Needs

California housing law requires regional planning agencies to identify "existing" and "future" housing needs every five years. The Southern California Association of Governments is the regional planning agency responsible for generating the existing and future needs numbers for the cities in the six county area encompassed by Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial Counties. In 1983, the need figures were contained in a report known as the Regional Housing Allocation Model; now, in 1988 the same planning tool has been re-named to Regional Housing Needs Assessment.

In the 1988 Regional Housing Needs Assessment (RHNA), existing need is defined as the number of resident lower income households paying 30% or more of their income for housing. Previously, the same definition had been used in the 1983 Regional Housing

Allocation Model (RHAM). The 1980 Federal Census was the primary data source for both the 1983 RHAM and 1988 RHNA.

According to the RHNA, there are 67 resident lower income households paying 30% or more of their income on housing costs. This number equals 6.7% of Indian Wells' total resident households. The income and tenure distribution of these 67 lower income households is listed below:

**TABLE H-1
CITY OF INDIAN WELLS: EXISTING HOUSING NEED
BY INCOME AND TENURE: 1987**

	Owner	Renter	Total
Very Low Income (0-50% of median income)	25	2	27
Low Income (50% - 80% of median income)	35	5	40
Total:	60	7	67

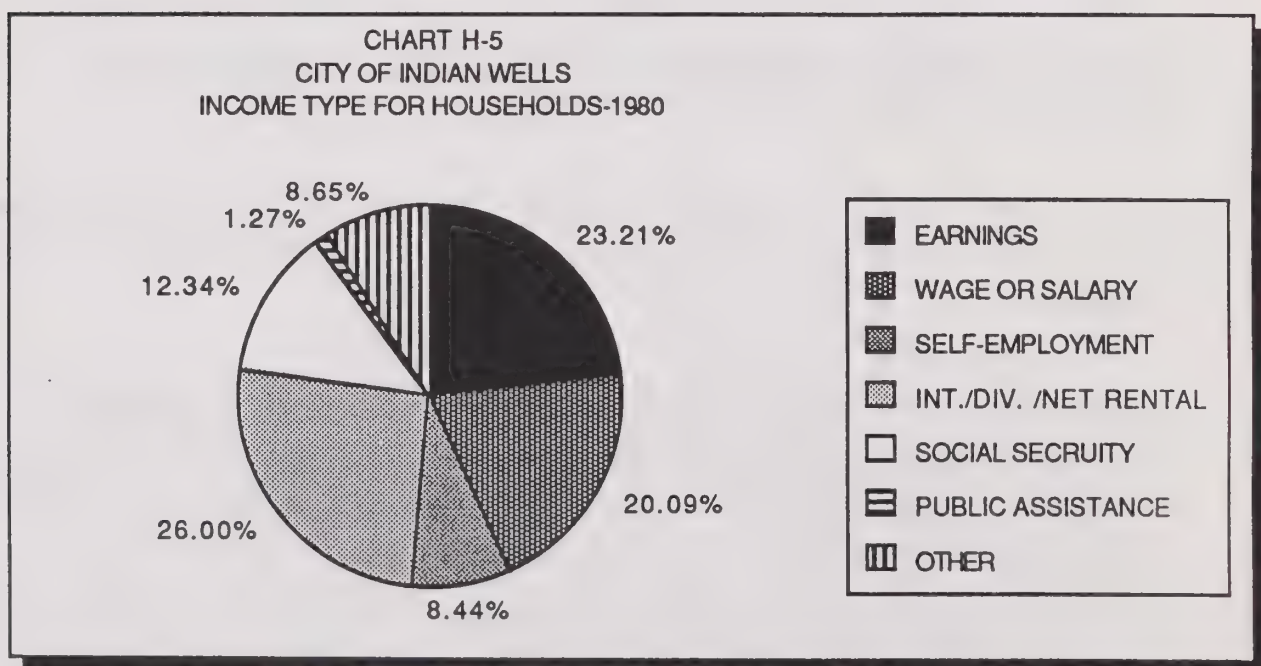
Source: Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, June 1988.

By comparison, the 1983 RHAM estimated an "existing need" for the City of Indian Wells of 39 lower income households which equalled 4.5% of the community's total resident households.

As previously noted, existing need is defined as over payment by lower income households in each jurisdiction. This latter underlined phrase refers to the residents of a city or county. For Indian Wells, a comparison of the 1983 RHAM and 1988 RHNA numbers implies the following:

- An increase in the number of resident lower income households that are overpaying from 39 to 67.
- An increase in the percentage of resident lower income households that are overpaying from 4.5% to 6.7%.

These numerical and percentage increases contradict the actual residential development patterns which occurred between 1983 and 1987. It is unlikely that any of the new housing which was built during the past five years was occupied by lower income households who are overpaying. Therefore, the existence of an overpaying problem would be among households who were residents of Indian Wells in both 1983 and 1987 and/or as a result of turnover within the standing stock. Given the income profile of the City, it is difficult to believe statistical evidence that indicates 4.5% to 6.7% of Indian Wells' resident households are lower income and paying 30% or more on housing. Consequently, 1980 Federal Census, which SCAG used as a data base, was double-checked for the City of Indian Wells income and housing cost statistics. The chart on the following page reveals the income type for households in 1980. A review of the 1980 Census data indicates that only three (3) resident lower income renter households were overpaying.



Special Housing Needs

The State Department of Housing and Community Development has explained how special housing needs differ from other housing needs in the following terms:

"Special housing needs are those associated with relatively unusual occupational or demographic groups, such as farmworkers or large families, or those which call for unusual program responses, such as preservation of residential hotels or the development of four-bedroom apartments." *

1. Handicapped Households

Households with one or more members who have physical handicaps sometimes require special design features in the housing they occupy. Some, but certainly not all, handicapped households also have housing assistance needs. The focus of handicapped households as a special need segment is primarily on their number and economic situation.

The needs and problems of the disabled and handicapped population have been described as follows:

The major housing problems of disabled people are the lack of affordable accommodations and inadequate accessibility to newly built or existing housing. These basic problems are caused by a variety of factors: a) subtle, or not so subtle, discrimination; b) lack of understanding and sensitivity to the needs of the disabled; c) lack of financial resources and incentives available to those who want to make their buildings accessible and; d) lack of knowledge as to how accessibility can be improved.

General solutions include: a) public recognition and commitment to correcting the problems; b) education of and dissemination of information to the public and building owners; c) modifications to existing codes and regulations; d) enforcement of existing laws and regulations; and e) increased financial assistance for housing programs. **

* State Department of Housing and Community Development, "Housing Element Questions and Answers," (March 1984).

** The Center for Independent Living Inc., Berkeley and the Northern Section, Cal Chapter of the American Planning Association, A Guidebook on the General Plan and Disabled, June 1981.

With respect to handicapped households, the 1980 Census contains data on persons who have physical disabilities that are work and/or public transportation related. According to the 1980 Census, there were 71 persons in Indian Wells with a work disability, which was defined as a physical condition that impeded a person's ability to work. Another 39 persons had a public transportation disability which was defined as a physical condition that presented difficulties in the use of public transportation. There are no income data reported in the 1980 Census for persons with these physical disabilities. Because of these data gaps, it is not possible to estimate the number of lower income householders with a handicapped condition that are residing in Indian Wells.

2. Elderly Households

Many senior citizens have fixed incomes and experience financial difficulty in coping with rising housing costs. The financial capacity for coping with increased housing costs depends heavily on tenure; that is, the owner or renter status of the elderly households. With infrequent and small increases in income and potentially large increases in housing costs, the senior renter is at a continuing disadvantage compared to the senior owner.

According to the 1980 Census, there were 382 persons who were 65 years of age or older which represented 28.1% of Indian Wells' total population. In addition, there were 212 persons 60-64 years of age.

3. Overcrowded Households

Overcrowding is defined as housing units with 1.01 or more persons per room. According to the 1980 Census, there were only three such households residing in Indian Wells. Evidently, overcrowding is not a problem in the City.

4. Farm Workers

Farm workers are one of seven special needs groups referenced in the State law. Only nine Indian Wells' residents were employed in the "farming, forestry and fishing" occupations in 1980. This employment category is an indicator of farm workers and farmworker households. The production of the date groves in the City is considered

intensive horticulture and has been done by specialists during the past two decades. The employment generated by the date groves does not involve seasonal farmworkers.

5. Female Heads of Household

Demographic, social and economic conditions have combined to generate a demand for independent living quarters by households headed by females. Evidence from the 1980 Census of Population seems to confirm the consequences of this trend.

According to federal census data, the City of Indian Wells had 12 female head of households. The number of female head of households represents 2% of all the City's households as of 1980. A further breakdown by the presence of children is given below:

•	With Children =	6
•	Without Children =	6
	Total	12

6. Homeless

The increasing number of homeless persons is an issue that has received national attention in recent years. Due to the gravity of the problem, state housing law now requires a discussion of this topic in every housing element and an identification of adequate sites to address the need for emergency shelter and transitional housing. This is to be accomplished by January 1, 1988, or the next periodic review of the housing element, whichever is later. The State Department of Housing and Community Development will require the specified site identification, based upon the locality's determination of need for emergency shelter or transitional housing, or the housing program must include an action to rezone the site(s) for these uses within the planning period of the element.

In reviewing housing elements, interjurisdictional, collective responses to requirements of housing element law are acceptable, so long as the joint agreement is documented, and the collective response addresses the problem as well as the sum of individual local responses which comply with housing element law would do. The capacity of designated sites should generally be equivalent to the identified need for emergency or transitional shelter, less the capacity of the locality's existing programs or facilities to

assist the homeless, or the capacity of alternative programs which will be implemented during the planning period of the element.

At present, the County of Riverside does not have specific data on the number of homeless people in the Coachella Valley area. The Southern California Association of Governments is currently conducting a survey to gather regional data on the homeless population.

Within the Coachella Valley, there are organizations that address the homeless situation. The HOW Foundation and the Coachella Valley Rescue Mission are the primary service providers of emergency shelter. The HOW Foundation recently opened in June 1986. It provides temporary shelter and emergency food and clothing to transients who are mentally ill. The facility is located in Indio (approximately 15 miles southeast of Indian Wells). The HOW Foundation serves approximately 80 people a month with a higher number of people in the winter months. Funding for the foundation is primarily provided by the County of Riverside and supplemented with private donations. There are three facilities from Palm Desert to Indio that can accommodate a total of 18 people plus another facility in Riverside that can accommodate 6 people. Residents are permitted to stay up to six months. As yet, the HOW Foundation has not had any residents from Indian Wells.

The Coachella Valley Rescue Mission, located in Indio, provides temporary shelter for men, women and children. It offers a 90-day Rehabilitation Program in an effort to terminate the homeless situation. The Mission is funded entirely through private donations. The men's shelter can accommodate 24 persons while the family shelter has 6 beds. An average of 16 persons a night stay at the men's shelter and there are always vacancies at the family shelter. The Mission seldom ever has to turn anyone away for lack of room. Staff could not recall serving any men or families from the City of Indian Wells.

Staff with the City of Indian Wells indicated that they have not had any requests for the provision of emergency shelter. There are also local religious organizations such as Catholic Charities who provide emergency shelter facilities for the homeless.

There does not appear to be a homeless problem within the City of Indian Wells, but there are existing needs within the Coachella Valley region. At this time, the existing facilities seem to be capable of accommodating the homeless population since all facilities do not have full occupancy. As regional growth continues, it is anticipated that a need for additional emergency shelters will develop.

SHARE OF REGIONAL HOUSING NEED

Article 10.6 Requirements*

Section 65583(a)(1) states that a housing element shall contain "an analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected needs for all income levels. Such existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584."

Under Section 65584 of the Government Code, the local council of governments (COG), or in its absence HCD, is responsible for calculating a locality's share of the regional housing need. At a minimum, the COG should provide the jurisdiction with five-year new housing construction allocations by income level, beginning on the appropriate statutory update deadline, and an estimate of the existing housing need (listed in Section 65588 (b)).

The COG typically considers population and employment projections in estimating future need, as well as the availability of suitable housing sites. In an opinion issued September 27, 1987, the California Attorney General stated that "the availability of suitable housing sites must be considered based not only upon the existing zoning ordinances and land use restrictions of the locality but also based upon the potential for increased residential development under alternative zoning ordinances and land use restrictions." (Opinion #87-206)

The share of regional housing need recognizes that housing markets are not defined by city or county boundaries, and that actions of one local agency may have an impact on the need for housing within another jurisdiction.

* The information on this page is derived from State Department of Housing and Community Development, "Housing Element Questions and Answers," June 1988, page 4.

Southern California Association of Governments (SCAG) Criteria

Definition of Need

"Existing" and "future" need are identified by SCAG every five years pursuant to the authority granted in the state housing law. "Existing Need" is defined as the number of lower income households currently overpaying for housing; that is, expending 30% or more of income on housing costs as of January 1, 1987. "Future Need" is defined as number of additional housing units by income level that will have to be added to each jurisdiction's housing stock from July 1, 1989 to June 30, 1994 in order to:

- Accommodate household growth
- Compensate for demolitions and other inventory losses
- Achieve a 1994 vacancy rate that will allow the market to operate efficiently.

Definition of State Income Levels

Four income levels are identified in state law that must be considered in the Future Need calculations. These are:

- "Very Low" -- less than 50% of the Riverside County median income
- "Low" -- 50% - 80% of the Riverside median income
- "Moderate" -- 80% - 120% of the Riverside median income
- "Upper" -- more than 120% of the Riverside median income

Avoidance of Impaction

The State housing law requires that in allocating future housing need by income level further "impaction," or concentration of lower income households, be avoided. Cities with a percentage of lower income households higher than the regional average are called "impacted" jurisdictions. The 1988 RHNA deals with the "avoidance of impaction" criteria by allocating reduced percentages of lower income and increased percentages of middle and upper income units to impacted jurisdictions, while reversing the allocation to non-impacted cities.

Future Need (5 Year and Gap Period)

As explained earlier, future needs identifies the number of housing units (by income level) that should be added to each jurisdiction's housing stock from July 1, 1989 to June 30, 1994. In addition, "the State HCD has pointed out to SCAG that localities must account in their Housing Elements for the Future Needs that will have already occurred during the 1-1/2 year "gap" period from January 1, 1988, to June 30, 1989. In order to do this, each jurisdiction should make adjustments to its planning for the 1989-94 period by comparing what will have actually occurred in the 1/88-7/89 "gap" period to the estimated accrual of need . . . " Table H-2 presents the RHNA figures for the City of Indian Wells.

TABLE H-2
CITY OF INDIAN WELLS: REGIONAL HOUSING NEEDS ASSESSMENT
JANUARY 1988 TO JULY 1994

<u>Income Level</u>	<u>Number</u>	<u>Percentage Distribution</u>
Very Low	54	10.0%
Low	66	12.2%
Moderate	47	8.7%
Upper	377	69.1%
Total:	544	100.0

Source: Southern California Association of Governments, 1988 Regional Housing Needs Assessment for Southern California, November 1988 as refined by SCAG in a letter to Nancy J. Javor, Chief, Division of Housing Policy Development, State Housing and Community Development Department, dated 26 January 1989.

According to SCAG:*

"Identification of Future Need for the higher income levels gives each jurisdiction an estimate of effective demand, or how much demand for housing there will be in the locality as a function of market forces. Future Need at the lower income levels is often largely latent demand, since such income levels, without subsidy or other assistance, are often ineffective in causing housing to be supplied." (emphasis added)

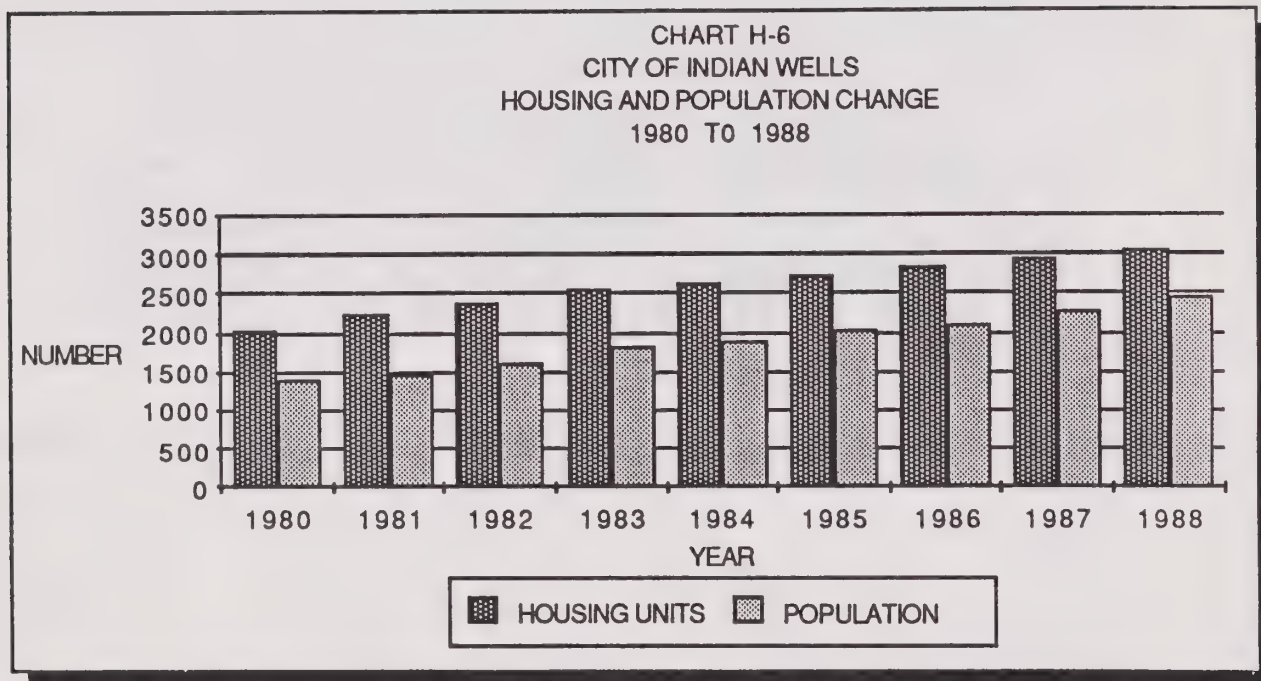
With respect to the use of RHNA numbers, SCAG has indicated the following:

". . . there has been a great deal of miscommunication and misunderstanding of the true significance of these numbers. They are NOT quotas for development which cities must reach by 1994. Rather, they are an identification of regional housing need and an allocation of it by jurisdiction. . . . when a jurisdiction finds in its Housing Element that the allocation is not achievable by 1994 for certain reasons explicit in the State Housing Law, it may modify these numbers in accordance with State law.

* Southern California Association of Governments, Draft 1988 Regional Housing Needs Assessment, March 1988, page 8.

Population and Employment Trends Analysis

Between April 1980 and January 1988, the population of Indian Wells increased from 1,394 to 2,443. Concurrently, the housing stock had a net positive change of 1,020 dwelling units. Chart H-6 summarizes the data on housing and population change.



In 1980, there were 471 residents in the labor force. New jobs in the City primarily will be generated by approved resort commercial development and other land use development consistent with the General Plan.

The Environmental Impact Report, in the response to comments, contains a detailed assessment of employment growth due to new resort commercial and other land use development consistent with the General Plan. An estimated 7,357 employees are projected as a result of the General Plan. The potential distribution of the 7,357 employees is estimated to be: 464 executive, administrators and managers, 529 information clerks, 4,053 food preparation and service employees, 1,619 cleaning and maintenance employees, 449 personal service employees, and 449 uncategorized.

Of the estimated 7,357 new jobs that may result from General Plan implementation, the majority (5,243 or 71.27%) are associated with the Sunterra project. Based upon information contained in the FEIR for the Sunterra Master Plan (FEIR) employment projections can be provided by development phase. The following employment projections can be identified for the Sunterra project:

<u>Phase</u>	<u>Completion Date</u>	<u>Component</u>	<u>No. of Employees</u>
Phase 1	End of 1991	Commercial 3,000 Rooms	3,469
Phase 2	End of 1995	1,500 Rooms	1,774
Total:			5,243

Employment Induced Housing Demand

The reason for including a discussion of Sunterra in the Housing Element at this time is related to the D/HCD advisory statement as listed below:

"In most instances, the regional share growth increment represents the future housing growth for the locality. If the regional share allocation, which is made by the COG or HCD to the locality, does not take into account recent factors of significance (such as annexations, the adoption of a redevelopment plan, or the opening of a new business park) the locality should analyze the impact of such occurrences on its total projected housing need in order to determine whether the locality should plan for additional growth through changes to its quantified objectives and/or programs."

The following material was transmitted by SCAG to the City of Indian Wells on 26 January 1989:

"In reviewing our records and data files, we have found that the Sunterra Development was included in the Growth Management Plan update that was used as the basis for the 1988 Regional Housing Needs Assessment (RHNA).

* State Department of Housing and Community Development, Local Assistance and Review Section, "Housing Element Questions and Answers," June 1988, page 5.

However, in preparing the RHNA, because the Sunterra project was placed in the census data file that included the cities of Palm Desert, Rancho Mirage and Cathedral City, much of the job growth attributable to the development was assigned among all these communities instead of just the City of Indian Wells.

We have corrected this error and recalculated the anticipated household growth for the 1988-94 period for all the affected communities in the Coachella Valley . . . A revised RHNA would indicate the following housing unit needs:

REVISED RHNA 1989-94				
	5 Year Future Need	Household Growth	Vacancy Adjustment	Demolition Adjustment
Indian Wells	432	418	12	2
Cathedral City	5,417	5,245	172	0
Palm Desert	1,895	1,824	53	18
Rancho Mirage	639	584	15	40

Total household growth in Indian Wells is expected to be 544 for the 1988-94 (6-1/2 year period). Approximately 22% of the additional households are anticipated to have very low or low incomes, about 9% will have moderate incomes and 69% will have high incomes. These estimates are based on 1980 income data and state housing law income category definitions."

ENERGY CONSERVATION IN NEW DEVELOPMENT

Under current law, the housing element must include the following:

"Analysis of opportunities for energy conservation with respect to residential development." (Section 65583 (a) (7)).

In relation to new residential development, and especially affordable housing, construction of energy efficient buildings does add to the original production costs of ownership and rental housing. Over time, however, the housing with energy conservation features should result in reduced occupancy costs as the consumption of fuel and electricity is decreased. This means the monthly housing costs may be equal to or less than what they otherwise would have been if no energy conservation devices were incorporated in the new residential buildings. Reduced energy consumption in new residential structures, then, is one way of achieving more affordable housing costs when those costs are measured in monthly carrying costs as contrasted to original sales price or production costs. Generally speaking, utility costs are among the highest components of ongoing carrying costs.

The City implements Article 24 requirements as mandated by State law. Indian Wells is located in Zone 15 which is one of the strictest energy conservation zones in California.

RESOURCES AND CONSTRAINTS ANALYSIS

This section of the housing element provides an inventory of resources and constraints relevant to addressing Indian Well's housing needs. Under present law, the element must include an inventory of resources and constraints as follows:

- An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.
- Analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures.
- Analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land and cost of construction.

INVENTORY OF LAND SUITABLE FOR RESIDENTIAL DEVELOPMENT

Residential Acreage

The City's residential land use categories and the acreage allocated to each category are described by the Land Use Element. Listed below are the residential land use designations included in the current Land Use Element.

- Very Low Density
1-3 dus/gross ac.
- Low Density
3.1 - 4.5 dus/gross ac.
- Medium Density
4.6 - 7 dus/gross ac.
- Medium High Density
7.1 - 12 dus/gross ac.
- Natural Preserve
1 du/40 ac.

Site Availability

In October 1987, an interpretation of the State Attorney General added new insight on how the Councils of Government must determine a locality's share of regional housing need. The question posed to the Attorney General was as follows:

"Must the availability of suitable housing sites be considered based upon the existing zoning ordinances and land use restrictions of the locality or based upon the potential for increased residential development under alternative zoning ordinances and land use restrictions. (emphasis added)."

The Attorney General's opinion * in regard to this important question is as follows:

"We find no indication in Section 65584 that current zoning ordinances and land use restrictions are to limit the factor of "the availability of suitable sites." A housing site would be unsuitable based upon its physical characteristics, not because of some governmental control of an artificial and external nature. The planning process of Sections 65583 and 65584 contemplates an identification of adequate sites that could be made available through different policies and development standards. Existing zoning policies would be only one aspect of the "available data" upon which the factor of the "the availability of suitable sites" is to be considered under Section 65584.

. . . We conclude that a council of governments must consider the availability of suitable housing sites based not only upon the existing zoning ordinances and land use restrictions of the locality but also based upon the potential for increased residential development under alternative zoning ordinances and land use restrictions when determining a locality's share of the regional housing needs."

Site Availability Evaluation/Alternative Analysis

It is readily apparent that a major overriding constraint within Indian Wells is the absence of vacant land and parcels. To assemble further evidence on "site availability" a survey was conducted in early 1988 of vacant sites and parcels representing any degree of potential for housing development. A total of 77 sites were evaluated, ranging in size from .01 to 65.73 acres.

The selection of land use alternatives for the City of Indian Wells was derived from a comprehensive assessment of various land use combinations that presented a distinct image of the City. At the beginning of the planning process, six land use scenarios were developed by the planning consultant team for evaluation by the City staff and members of the community. Each alternative focused on different characteristics of the community such as cultural heritage, small town atmosphere or resort destination that could be utilized to create a sense of community identity. While residential land use was a key component within each scenario, the range of residential development opportunities differed with the various land use combinations.

* Opinion of John K. Van De Kamp, No. 87-206, September 29, 1987.

Based on the alternatives analysis, community attitude survey and environmental considerations, a land use pattern was formulated to meet a variety of needs. That pattern is depicted in the Land Use Element map of the 1988 General Plan and also presented in statistical form. The build-out potential on vacant sites is sufficient to meet the City's "Share of Regional Housing Need" figure which is 554 dwelling units during the period from January 1988 through June 1994. Listed below is the incremental increase in housing unit potential on the vacant sites within the planning area:

Very Low Density (1-3 dus/gross ac.)	2,064	Medium-High Density (7.1-12 dus/gross ac.)	196
Low Density (3.1 - 4.5 dus/gross ac.)	437	Natural Preserve (1 du/40 ac.)	9
Medium Density (4.6 - 7 dus/gross ac.)	244	Total:	<u>2,950</u>

ANALYSIS OF GOVERNMENTAL CONSTRAINTS

Introduction

The housing element must include an analysis of potential and actual governmental constraints upon the maintenance, improvement or development of housing for all income levels. The potential and actual constraints included and required in the scope of analysis are listed below:

- Land Use Controls
- Building Codes and their Enforcement
- Site Improvements
- Fees
- Local Processing and Permit Procedures

The analysis is of those regulatory factors over which cities have extensive influence. The purpose of the analysis is to determine if, in fact, any of them do act as constraints to the maintenance, improvement or development of housing in Indian Wells.

Inventory of Governmental Constraints

An analysis of governmental constraints upon the development of housing is contained in this sub-section. The factors addressed consist of the following:

- Land Use Controls
- Building Codes and Their Enforcement
- Permits and Processing
- Site Improvements
- Fees

The purpose of the analysis is to determine whether any of the above factors impedes the development or improvement of housing within the community.

Land Use Controls

These controls are established by the Land Use Element and Zoning Ordinance standards which regulate the types, density and size of housing permitted. The Indian Wells Land Use Element designates four classifications of residential land use; Very Low Density Residential at 1-3 du per acre, Low Density Residential at 3.1-4.5 du per acre, Medium Density Residential at 4.6-7 du per acre and High Density Residential at 7.1-12 du per acre. Housing development in Indian Wells is permitted in five residential zones. Residential development standards are shown below.

DEVELOPMENT STANDARDS OF RESIDENTIAL ZONES

Zone District	Residential Uses Permitted	Minimum Lot Area	Building Height	Required Parking Per DU	Density
RVLD-Very Low Density	<ul style="list-style-type: none">One family dwelling	12,000 SF	18' (max.) 15' (avg.)	2 (min.); garage	1-3 du/ac
RLD-Low Density	<ul style="list-style-type: none">One family dwelling	8,500 SF	18' (max.) 15' (avg.)	2 (min.); garage	3.1-4.5 du/ac
RMD-Medium Density	<ul style="list-style-type: none">One family dwellingMulti-family "cluster type"	12,000 SF	30' (max.) 25' (avg.)	2 (min.); garage	4.6-7.0 du/ac
RMHD-Medium High Density	<ul style="list-style-type: none">One family dwellingMulti-family "cluster type"	12,000 SF	30' (max.) 25' (avg.)	2 (min.); garage	7.1-12.0 du/ac
NPR-Natural Preserve	<ul style="list-style-type: none">One family (1) dwelling	40 ac.	18' (max.) 15' (min.)	2 (min.); garage	1.0 du/40 ac

Note: (1) residential uses are permitted in this zone, but their design, both site and building, are subject to approval of a conditional use permit.

As part of the Zoning Code Ordinance update the City enacted procedures and standards to implement statewide legislation pertaining to manufactured housing and second units. The statewide legislation is summarized below:

- Zoning for Mobilehomes -- (Rains Bill), effective July 1, 1981, provides for the placement of mobilehomes in single-family residential zones. The law declares that a city (including a charter city) or county shall not prohibit the installation of mobilehomes on a permanent foundation on lots zoned for single family dwellings. However, a locality may comply with the requirements by designating certain lots zoned for single-family dwellings for mobile-home use, which lots are determined to be compatible for mobilehome use. Mobilehome development standards cannot have the effect of totally precluding mobilehomes (Government Code Section 65852.3).
- Second Units -- Government Code Section 65852.2 (SB 1534, Mello, Chapter 1440 of 1982) allows local governments to adopt an ordinance stating the conditions under which second unit development will be permitted. In the absence of a local ordinance, the law establishes State criteria (Section 65852.2(b)) which, if met by a second unit applicant, will be the basis for approving requests. The bill prohibits localities from totally precluding second units unless they adopt an ordinance that (1) acknowledges that such action "may limit housing opportunities of the region," and (2) contains findings that second units would adversely affect the public health, safety, and welfare in residential zones.

According to the provisions of the new zoning code, manufactured housing is a permitted use in the Natural Preserve, Very Low Density and Low Density residential zones and are subject to a Conditional Use Permit in the Medium Density and Medium High Density residential zones. Residential second units built on a single-family lot are permitted in each residential zone subject to a Conditional Use Permit.

Although generally low density residential designations throughout Indian Wells constitute a constraint on the development of housing, opportunities are proposed to be expanded through a greater number of residential zoning districts that would offer a broader range of housing types and densities. The General Plan Land Use Map, as well as the new zoning district map, will designate candidate locations for affordable housing in a broad range of rental and for sale land use categories.

Building Codes and Their Enforcement

Indian Wells has adopted the Uniform Building Code (1985 ed.), the Uniform Mechanical Code (1985 ed.), the National Electric Code (1987 ed.), and the Uniform Plumbing Code

(1985 ed.). All of these codes establish minimum construction standards. The Building Code is the City's official statement on building safety. It is a compendium of laws and ordinances setting minimum safety standards and arranged in a systematic manner (codified) for easy reference. It includes all aspects of building construction to protect the public from hazards related to fire, structural collapse, seismic risk and general deterioration. The local enforcement of building codes does not add significantly to the cost of housing.

Permits and Processing

Development related fees and processing time can function as a constraint on residential development. Lengthy project processing may cause some developers (especially those with small projects) to avoid a city or county that has a reputation of long processing periods.

The usual processing applications that are associated with residential development are listed below:

- Tract Maps
- Parcel Map
- Lot Line Adjustment
- Parcel Mergers
- Variance
- Annexation
- G.P. Amendment
- Specific Plan
- Zone Change
- Conditional Use Permit
- Environmental Documents

Most residential developments require only a few applications from the above list. A three month processing time is typical for discretionary actions such as General Plan Amendments, Zone Changes, Variances and Conditional Use Permits. The preparation of an Environmental Impact Report, if needed, would lengthen this process. All discretionary actions are heard by both the Planning Commission and City Council. Review and processing time is reasonable for a city of this size, presenting no undue constraints to development.

Site Improvements

Water and sewer service is supplied by the Coachella Valley Water District. New developments are required to pay water and sewer connection fees. A Master Plan of Storm Drains has been adopted for the City. There are no drainage fees but a development fee is charged based on a percentage of construction valuation. There are no infrastructure constraints at this time.

Required street improvements consist of curb and gutter. Sidewalks are generally not required. In some cases, a landscaped center median is required.

Fees

There are a variety of fees applied to new development in the City. The fee schedule is attached in the Technical Appendix.

ANALYSIS OF NONGOVERNMENTAL CONSTRAINTS

Nongovernmental constraints, within the context of the housing element legislation, consist of financing, land and construction costs. Usually, these factors are considered market conditions and also may include the prices and rents charged in the marketplace.

Housing Costs

Most of the housing in Indian Wells is sales, ownership housing; there is very little rental supply. The following list, based on the Coachella Valley Business Outlook and Real Estate Report, indicates the cost of sales housing in Indian Wells as of June 1988:

<u>Project</u>	<u>Type</u>	<u>Price Range</u>	<u>Sq. Feet</u>	<u>Total Units</u>	<u>Built To Date</u>
Casa Rosada Build West Ent., Inc.	SFR	\$169,950 \$249,950	2,115 2,173	50	36
Desert Horizons C.C. Desert Horizons Corp.	PUD	\$275,000 \$425,000	2,345 3,384	460	346
Lowe Terraces/Vintage Lowe/Lennon Terraces, Inc.	PUD	\$595,000 \$1,895,000	2,300 4,600	53	53
Quail Run Mercury Savings & Loan	PUD	\$259,500 \$259,500	2,800 2,800	18	18
The Cove at Indian Wells Lewis Homes of Calif.	SFR	\$220,000 \$235,000	2,100 2,800	6	6
The Vintage Club Vintage Properties	SFR	\$500,000 \$4,500,000	2,200 8,000	500	450

Construction Costs

Construction costs include the materials and labor which are involved in the structure itself. These costs will very widely depending on the quality features (e.g., size, roofing, carpeting, etc.) which are incorporated in the structure. Because of these factors, it is difficult to establish an absolute measure of construction costs. An enhanced

understanding of construction costs impacts is acquired by tracking the relative changes in this production cost category over time.

Trends in single-family construction costs are available for the period of January 1969 to October 1987. During this period the single-family home construction costs have increased nearly three-fold. A home that cost \$19,000 in 1969 would now cost \$67,500. These cost trends, which are monitored by the Marshall and Swift Company, and published quarterly by the Real Estate Research Council of Southern California, are issued with respect to a one-story three-bedroom, two bath, wood frame, single-family residence with an attached two-car garage. The prototypical single-family residence is 1,570 square feet in size with an attached garage of 447 square feet.

Apartment construction cost trends are available for the period between January 1976 and October 1987. During this time span, the apartment construction costs have more than doubled. An apartment building which in 1976 cost \$410,250 to construct would now cost \$858,400. The prototypical apartment building for the construction cost trends consist of 28 one- and two-bedrooms, laundry room and small lobby. The structure is of average quality and the costs do not include elevator, garages or site improvements.

Financing Cost Trends

Once housing is acquired, the homebuyer (or renter) has recurring occupancy costs which include mortgage payments (i.e, principal and interest), property taxes, and maintenance costs. The major contributor to increased occupancy costs is mortgage loan interest rates. Interest rates cause substantial increases in the monthly payments required for the same mortgage amounts. For instance, the difference between monthly payments on a mortgage amount of \$80,000 at a 10% versus 16% interest rate is \$374. This dollar amount differential is on the order of what a current homeowner is spending on mortgage payments for a house that was bought in the early 1970s for a then modest \$35,000 to \$40,000.

A survey was made of mortgage interest rates made available to qualifying borrowers as of March 1988. The rates quoted are on a 30-year, \$168,700 fixed rate mortgage. The eight banks included in the survey quoted rates ranging form a low of 10.163% to a high of 10.55%. The 28 savings and loans covered in the survey quoted rates ranging between 9.98% and 10.61%.

Land Prices

A comprehensive study of commercial and residential development potentials along the Highway 111 corridor is under preparation for the City of Indian Wells. This study, which has operated under the assumption of free market forces unconstrained by existing zoning or general plan designations, has produced the following preliminary results with regard to land values.

Residual land value estimates were prepared for the following sites under the following density assumptions:

- Parcel #1, at densities of 3.0, 5.0 and 7.0 units per acre (on a gross or density average basis per JFP).
- Parcel #2, under the assumption of densities of 5.0 and 7.0 units per acre (gross basis). It was judged impractical to consider this site for conventional single-family development of 3.0 units per acre.
- Parcel #3, at densities of 3.0, 5.0 and 7.0 units per acre, again on a gross basis per JFP.
- Parcel #5-6-7, at densities of 5.0 and 7.0 units per acre. Again it was judged impractical to consider this site for conventional single-family development at 3.0 units per acre.

Detailed residual land value computations are contained in Technical Section F of the Economic Analysis which displays detailed fiscal factors and assumptions involved. Indicated per square foot values from these estimates may be summarized as follows:

	<u>Density (Units Per Acre-Gross)</u>				
	<u>3.0</u>	<u>5.0</u>	<u>7.0</u>	<u>12.0</u>	<u>15.0</u>
Prime Sites					
Parcel #1	\$ 8.68	\$10.00	\$ 9.55	\$12.80	\$10.05
Parcel #3	12.54	14.88	15.02	15.73	12.85
Secondary Sites					
Parcel #2		5.70	7.09	12.32	8.03
Parcel #5-6-7		4.91	7.20	12.32	8.99

As noted above, residual valuation estimates have been prepared for selected sites only. This approach can be utilized more fully to cover all sites in subsequent planning exercises, should this be appropriate.

Thus, land costs alone produce a situation where new housing is not within the financial means of lower income households.

Resources and Constraints Summary

Pursuant to State requirements, an inventory of resources and constraints has been completed, including land availability, governmental constraints and non-governmental or market constraints. As discussed in this sub-section, the City of Indian Wells has sufficient land to address the "share of regional housing needs." Changes to land use policy and financial incentives are necessary, however, to meet the needs of the "very low" and "low" income groups.

Listed below are the income limits for the Section 8 housing assistance program in Riverside County and the corresponding "affordable housing payment" based on a 30% shelter payment ratio.

<u>Household Size</u>	<u>Monthly Income</u>	<u>Affordable Housing Payment</u>
1 Person	\$900	\$270
2	1,029	309
3	1,158	347
4	1,287	386
5	1,391	417
6	1,491	447
7	1,595	479
8 Persons	1,700	510

Given the cost of market rate new housing, it is readily apparent that some financial assistance is necessary to produce new housing within the economic means of "very low" and "low" income households.

GOALS, POLICIES AND OBJECTIVES

This section presents the goals, objectives and policies of the Housing Element. The purpose of this section is to establish general and specific guidelines for City actions and to meet the following requirements of state law:

A statement of community goals, quantified objectives, and policies relative to the maintenance, improvement and development housing.

The previous Housing Element has proven to be ineffective. It was incomplete and lacked solid policy and program guidance. The element did not contain quantified objectives for the construction, conservation or maintenance of housing. As a result, there were no yardsticks to measure progress in implementation against the City's share of regional housing needs. Consequently, the entire Housing Element was updated to comply with Article 10.6 of the Government Code.

Because of the ineffectiveness of the previous Housing Element and lack of progress in implementation, the goals, objectives, and policies have been completely revised. For informational purposes, there were no very low-, low- and moderate-income housing units built and occupied under the previous housing element. Additionally, there are no very low-, low and moderate-income housing units currently under construction.

Goals and Policies

Indian Wells supports and endorses the statewide housing goal ". . . of a decent home and a satisfying environment for every Californian . . ." In addition, the City supports and endorses the five goals incorporated in present State law pertaining to the manner in which the actions of the City must be directed so that there is adequate provision for the housing needs of all economic segments. These statewide goals and City policies are summarized below:

Goal 1: Conserve and improve the condition of the existing affordable housing stock.

Policies:

1.1 Continue enforcement of the codes and standards establishing minimum construction standards.

- 1.2 Ensure that new affordable housing meets all the construction and development standards of the City.

Goal 2: Assist in the development of adequate housing to meet the needs of low- and moderate-income households.

Policies:

- 2.1 Address the "existing needs" included in the Regional Housing Needs Assessment through participation in the Section 8 Housing Assistance or other similar program.
- 2.2 Contribute financially toward emergency shelters for the Coachella Valley area.
- 2.3 Work with the County to identify potential sites for additional homeless facilities.
- 2.4 Contribute Community Development Block Grant funds and/or other appropriate funding mechanisms to relief organizations that address the valley-wide homeless situation.
- 2.5 Join other jurisdictions in designating a feasible site or sites, with appropriate zoning, infrastructure and utilities, for emergency shelters with carrying capacity generally equivalent to the unmet need in those jurisdictions.
- 2.6 Provide affordable housing opportunity in Indian Wells, through a density bonus incentive for the development of low and moderate income units.
- 2.7 Require developers of employment-generating land uses to contribute to the provision of housing for employees, including but not limited to:
 - a. Housing needs assessment to quantify the projected related affordable housing need.
 - b. Housing impact mitigation fee related to the number of new affordable housing needs.
 - c. Participate, when feasible and appropriate in programs which are funded by the Redevelopment Agency's Affordable Housing Fund.
- 2.8 Utilize the Affordable Housing Fund to facilitate the construction of new housing on the identified candidate sites available for affordable housing.
- 2.9 Require Sunrise Company to provide affordable housing consistent with the provisions of the legal settlement in Sanchez vs. City of Indian Wells.

Goal 3: Identify adequate housing sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups.

Policies:

- 3.1 Ensure an adequate inventory of land sufficient to meet the City's "share of regional housing need."
- 3.2 Identify candidate sites that would be available for affordable housing.
- 3.3 Explore the potential for annexation of land to provide additional residential sites, if needed, during the five-year planning period.

Goal 4: Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing.

Policies:

- 4.1 Establish zoning standards that facilitate the development of affordable housing units.
- 4.2 Utilize the Affordable Housing Fund to mitigate the cost constraints generated by both governmental and nongovernmental constraints.

Goal 5: Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin or color.

Policies:

- 5.1 Enforce all applicable laws and policies pertaining to equal housing opportunity through the City's participation in programs funded by the Federal Community Development Block Grant Program and Redevelopment Agency's Affordable Housing Fund.

Objectives

According to Article 10.6 of the Government Code, a local housing element must include "quantified objectives" reflecting the maximum feasible number of housing units that can be constructed, conserved and maintained. The City's housing stock is either in sound, excellent or superior condition; therefore there is no need to state

quantified objectives regarding the conservation and maintenance of housing because only one unit in Indian Wells is in inadequate condition and there is no existing affordable housing in the City. Specific objectives regarding conservation and maintenance will be established in periodic revisions of the Housing Element as new affordable housing is developed in the City. The numerical objectives of the Housing Element, then, will focus on the "maximum number of housing units that can be constructed."

Quantified objectives endorsed through official adoption of this Housing Element include the following:

- Through the actions described in the Five-Year Housing Program, Indian Wells will seek to have a total of 544 housing units constructed for all income groups between January 1988 and mid-year 1994.
- Indian Wells will facilitate, under the provisions of State law, the development of ~~120~~ housing units for very low and low income households, consistent with the City's "share of regional housing needs," within the City's incorporated jurisdiction during the implementation of the Five-Year Housing Program.
- Implementation of the Final Settlement and Release Agreement in Sanchez v. City of Indian Wells will result in the provision of 109 of the 121 housing units for very low and low income households within the City's incorporated jurisdiction.
- Indian Wells will provide for the development of 47 housing units for moderate income households within its territorial jurisdiction for the period from January 1989 to June 1994, pursuant to the Regional Housing Assessment as supplemented by SCAG, in correspondence to the State Department of Housing and Community Development.

Provision of Adequate Housing Sites

This section of the Housing Program is intended to comply with the following planning requirement:

"Identify adequate sites which will be made available through appropriate zoning and development standards and with public services and facilities needed to facilitate and encourage the development of a variety of types of housing for all income groups."

This sub-section provides a description of how the Housing Element complies with the several policy considerations mentioned in statewide legislative requirements for the "provision of adequate housing sites". The language of Article 10.6 indicates that all of the following contribute to a provision of adequate housing sites:

- Identification of "Candidate" Housing Sites
- Implementing Zoning and Development Standards
- Availability of Public Services and Facilities
- Variety of Housing Types

All of these conditions or factors contribute to the provision of adequate housing sites, according to the State Housing Element Law.

Identification of "Candidate" Housing Sites

Introduction: An exhaustive review and evaluation was made of all vacant sites in the City of Indian Wells as part of the larger scale, comprehensive planning effort involving the General Plan Update, Highway 111 Specific Plan and Housing Element revision (to meet the Article 10.6 requirements for an updated element by July 1, 1989) and zoning ordinance amendment. As explained earlier, the community planning process encompassed alternative "vision statements" for the built and unbuilt areas of the Sphere-of-Influence. At the beginning of the planning process there were developed six general conceptual alternatives, each presenting a distinct image for Indian Wells. The six alternative vision statements included the following:

1. Residential Parkway
2. Modified Residential Parkway
3. Cultural Heritage
4. Old Town Center
5. Executive Village
6. Club Recreation

Land uses, including residential, were then identified for each of the 77 sites in the City and Sphere within the context of the six conceptual alternatives. As previously stated, each alternative then was evaluated through the community forum process. The conceptual alternatives, as a result of the citizen participation process, were then narrowed to three and included the following:

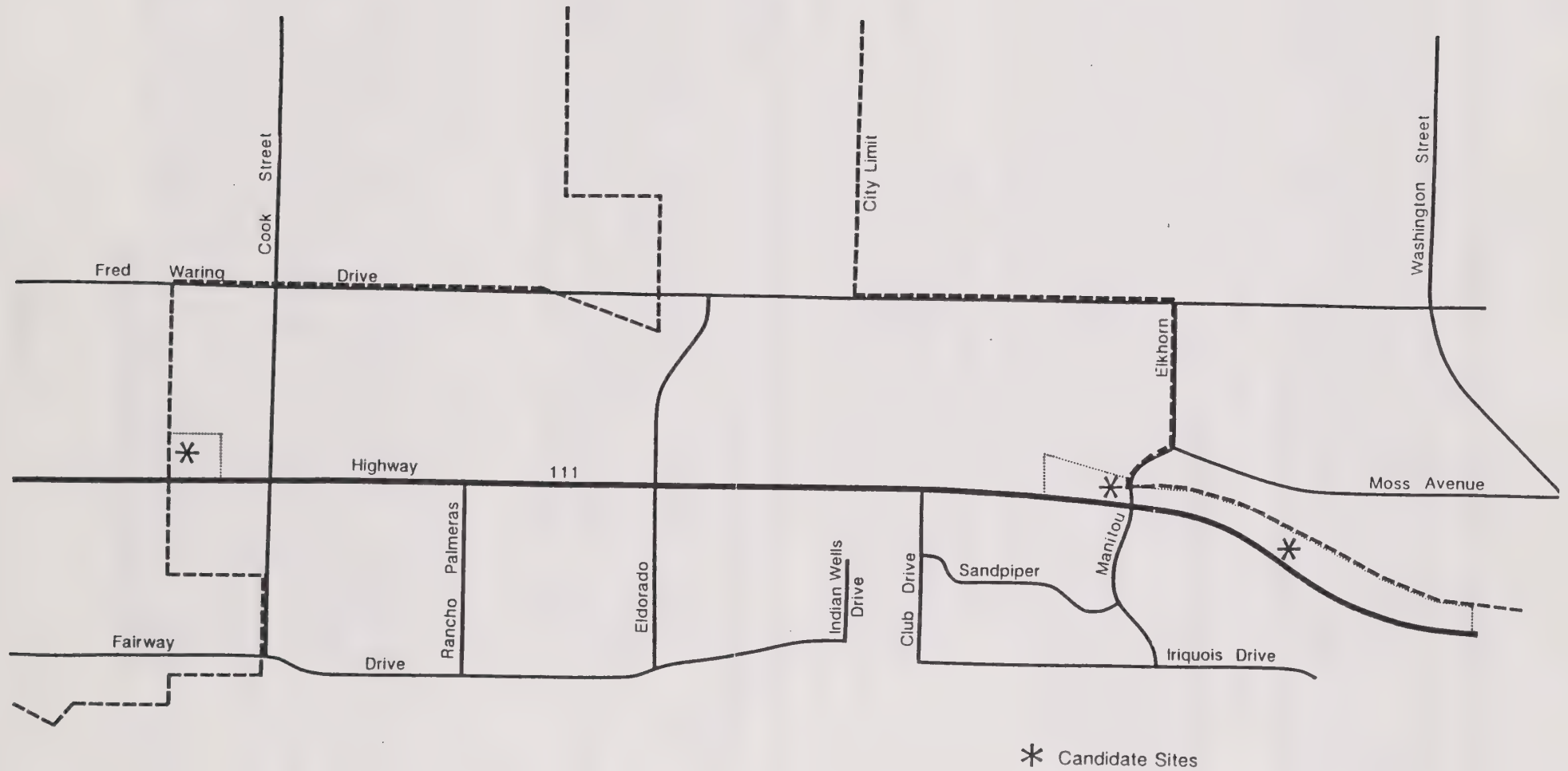
1. Baseline
2. Boulevard
3. Parkway

Location: Three candidate areas for new affordable housing development have been identified as part of the planning and community participation process and are incorporated in the appropriate policy sections of the Housing Element as well as the Land Use Element. (The zoning code and map identified the three sites as sub-areas 5.5, 7.1 and 10.4). The three sites are shown on Figure H-2 and are generally located as follows:

<u>Location</u>	<u>Size</u>	<u>Density</u>	<u>Number of Housing Units</u>
<ul style="list-style-type: none"> Western edge of town, north side of Highway 111 (Zoning sub-area 10.4) 	8.36 ac.	Medium (4.6-7.0 dus/ac)	38-59 dus
<ul style="list-style-type: none"> West side of Miles Avenue/Highway 111 (Zoning sub-area 5.5) 	16.30 ac.	Medium High (7.1-12 dus/ac)	116-196 dus
<ul style="list-style-type: none"> East side of Miles Avenue/Highway 111 (Zoning sub-area 7.1) 	26.50 ac.	Medium Density (4.6-7.0 dus/ac)	<u>122-185 dus</u> 276-440 dus

For each of these sites available for new affordable housing units, the City will offer a wide array of incentives, including direct subventions to encourage housing development.

Holding Capacity: As reported earlier, the City objectives include 120 housing units for lower income households and 47 for moderate income households. The "holding capacity" of the three sites, in combination with an incentive program, is sufficient to meet the City's numerical objectives. A total of 276 to 440 housing units could be built on the three sites identified as "candidate" affordable housing sites.



Location of Candidate Affordable Housing Sites

CITY OF INDIAN WELLS GENERAL PLAN REVIEW

Site Suitability Criteria: A third factor in the "identification of adequate housing sites" is site suitability. Draft site planning concepts were designed for each of the four sites by Johnson, Fain, Pereira Associates. The plans reveal that each site is suitable for the intended development of affordable senior, rental and ownership housing. In addition, there are sufficient services and facilities to meet the demands generated by residential development of the four sites.

Zoning and Development Standards

Land Use Categories: Previous sections of this Housing Element have explained the City's provisions for residential zoning and development standards. In summary, the City, has four residential categories:

- Very Low Density: 0-3 dwelling units per acre
- Low Density: 3.1-4.5 dwelling units per acre
- Medium Density: 4.6-7 dwelling units per acre
- Medium High Density: 7.1-12 dwelling units per acre

As a result of the General Plan, Specific Plan and Housing Element planning program, the following amendments are recommended:

- Future development proposals on the three "candidate affordable housing sites" shall be reviewed for consistency with the City's goals and objectives for the construction of housing for low and moderate income housing. This detailed review will include a comprehensive set of zoning and administrative incentives to facilitate the construction of affordable housing on these four sites.
- Preparation of density increase and financial incentives provisions to spell out how the State law and City policies will be implemented in the City. Local governments must provide incentives to developers proposing low- and moderate-income housing. Under Section 65913.4 and 65915 of the Government Code, concessions such as a density bonus, relaxation of site development standards or something of equivalent value must be granted when specific percentages of the total housing are set aside for low or middle income residents. A density bonus issued under these sections may exceed the density limits of the applicable zoning and general plan by up to 25 percent. In order to avoid relying solely on increased density to meet housing goals, the City will offer incentives other than a bonus to facilitate the production of affordable housing.

In order to provide affordable housing opportunity in Indian Wells, financial incentives will be offered for the development of low and moderate income units. Parcels designated for Medium Density and Medium-High Density Residential - "target affordable housing sites" - will be offered incentives when a minimum of 25% of the total housing is set aside for lower income residents. Incentives may take the form of direct financial assistance to the building, such as, but not limited to, land write-downs, on and off site public improvements, fast track processing, fee waivers or relaxation of development standards. The City may also provide incentives in the form of financial assistance to the resident, such as through rental and mortgage assistance programs. Affordable units will be of like design and geographically integrated with the balance of market rate units in the projects. The City's ability to offer significant alternative incentives other than density bonuses will allow the City to fully meet its affordable requirements and also maintain the low density residential character of the community.

As stated in the Land Use Element, in order to provide affordable housing opportunity in Indian Wells, significant incentives will be offered to insure the development of low and moderate income units. Parcels designated as "affordable housing sites" shall be granted incentives to insure a minimum of 25% of the construction on said sites will be affordable units. Additional density increases may be granted by the City Council on said parcels based on criteria set forth in the Zoning Ordinance and Highway 111 Specific Plan, such as site suitability and proportion of affordable units. The affordable units will be of like design and geographically integrated with the balance of market rate units in the projects. The City's ability to offer significant alternative incentives other than density bonuses will allow the City to fully meet its affordable requirements and also maintain the "low density residential character" of the community.

Housing Types

All three major planning documents of the City -- General Plan, Housing Element, Highway 111 Specific Plan -- will contain internally consistent policies facilitating the development of a variety of housing types for all economic segments. Housing densities will range from very low densities to medium high with a density bonus provision. Both owner and rental developments will be encouraged as will new seniors housing.

Removal of Governmental Constraints

Article 10.6 of the Government Code provides that a local housing element must seek to remove governmental constraints, where they exist, for purposes of facilitating the development of a range of housing types. More specifically, the program section of a housing element must satisfy the following requirement:

"To address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement and development of housing."

The major governmental constraints to affordable housing development described in the inventory section pertained to residential densities (too low) and the absence of incentives to either encourage or facilitate the development of new housing for low- and moderate-income households.

Residential Densities: Development incentives, primarily financial (see Financial Incentives and Financial Plan, below) equal to or greater than the 25% density bonus standard established by State legislation shall be applied to those sites designated as "affordable housing sites." These incentives will significantly exceed those offered by other communities in the Coachella Valley. These incentives will be applied to insure that affordable unit requirements are met and will remove the traditional low density governmental constraints impeding the development of new affordable housing.

Affordable Housing Incentives: The Housing Element incorporates numerous incentives to facilitate and encourage the development of new housing for low and moderate income housing. These incentives fall into two major categories:

- Financial incentives to facilitate affordable housing development from the Redevelopment Agency's Low and Moderate Housing Fund (20% set-aside).
- Density increase policies/ordinance permitting a 25% increase or other incentives for affordable housing.

Assist in the Development of Affordable Housing

This section describes current and future actions which comply with the following requirements of State law:

"Assist in the development of adequate housing for low- and moderate-income housing."

This sub-section describes how the City will assist in the development of affordable housing. This section emphasizes the financial aspects of assistance as well as eligibility criteria for assisted households.

Existing Housing Needs: The Regional Housing Needs Assessment has identified existing or current housing needs among the residents of Indian Wells. The numerical estimate is 67 lower-income households. The City, through the resources of the Affordable Housing Fund, will establish a rental assistance program modeled after the Section 8 program. Outreach efforts will be included as part of this program.

Employer-Responsibility: During the next fiscal year the city shall establish specific procedures for attaining compliance with the policies of the Housing Element pertaining to housing needs generated by employment-generating projects. This implementation program is needed to mitigate potential adverse impacts and ensure an adequate housing supply. A task force of City staff shall be formed to pinpoint the following:

- Nature and scope of the required "housing needs assessment".
- Formula for devising a housing impact mitigation fee.
- Incentives to developers for participation in the City's programs financed by the Affordable Housing Fund.

Financial Incentives: The principal financial resource to enable the development of affordable housing in the City of Indian Wells is the Low and Moderate Income Housing Fund. This fund consists of the 20% of tax increment from the Redevelopment Area which has been set aside for low- to moderate-income housing, also known as the 20% set aside. The state redevelopment law permits redevelopment agencies to expend these monies in a variety of ways to facilitate new affordable housing developments.

Financial Plan: Concurrently, with preparation, adoption and implementation of the Housing Element the City (i.e., City Manager, Planning Department, City Attorney, and Redevelopment Agency) will prepare a specific financial plan of action for each of the

candidate affordable housing sites. Among the financial alternatives that will be considered for the four sites are the following:

- Land Value Writedown -- Acquisition by the Redevelopment Agency and resale at less than market value. Under the provisions of California Redevelopment Law, the Agency has the power of land acquisition; the resale at less than market value will reduce per-unit raw land costs.
- Monthly Housing Assistance Payments -- to make up the difference between 30% of residents income and the market rent. This could be a City/Agency program similar to the Section 8 rental payments program.
- Low Interest Rate Mortgages -- Provision of below market interest rate mortgages to eligible households. The City/Agency may use part of the 20% set-aside to enable the purchase of new housing for moderate-income households.
- Apartment Building Acquisition -- Redevelopment Agency purchase of building and rental units to income-eligible households. Under this alternative, the Agency could select to maintain ownership of the apartment building.

This plan will be completed by March-1989. Although the "Housing Financial Strategy Plan" has yet to be completed, it is possible to fully meet the numerical objectives set forth earlier. The Indian Wells Redevelopment Agency presently has \$3.0 million of tax increment funding set aside for low and moderate housing. An additional \$11.7 million of funding, derived from 20% of tax increments collected by the Redevelopment Agency, is projected for the next 10 years.

Housing Services Plan:

A "housing services" plan will be prepared prior to the development of each affordable housing complex. The plan, which will be developed by the City Planning Director and Redevelopment Agency staff, will discuss the following:

- Eligibility Criteria
- Home Management Training
- Transportation
- City Liaison

Promote Equal Housing Opportunities

The fifth category of the 5-Year Housing Program deals with equal housing opportunity. Actions must be included in the program which address the following:

Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, or color.

Through its participation in the Community Development Block Grant Program and State Redevelopment Programs, the City will enforce all applicable laws and policies pertaining to equal housing opportunity and fair housing. Such laws and policies will be implemented in those projects which the City facilitates through the Affordable Housing Fund.

Any discrimination complaints made to the City staff will be processed by the City Manager and City Attorney. A "fair housing" policy procedure will be prepared no later than January 1989 to familiarize all City staff on the following topics:

- State fair housing laws
- Federal fair housing laws
- City procedures to process discrimination complaints
- Fair housing groups, private public and non-profit, serving Riverside County

PUBLIC PARTICIPATION

Pursuant to State housing law, the Indian Wells Housing Element was prepared through a process that involved extensive public participation. This process included community forums, study sessions, and public meetings. Additional public participation will be incorporated by way of the General EIR review period and the Public Hearing process.

Technical Appendix

**A RESOLUTION OF THE CITY COUNCIL, OF THE CITY
OF INDIAN WELLS, CALIFORNIA, AMENDING THE
SCHEDULE OF SERVICE CHARGES AND PERMIT FEES
FOR THE CITY OF INDIAN WELLS**

The City Council of the City of Indian Wells, California,
DOES HEREBY RESOLVE as follows:

That the City Council of the City of Indian Wells,
California, hereby rescinds Resolution Nos. 80-21, 81-21, and
81-22 and adopts the service charges and permit fees set forth.

That the service charges and permit fees set forth shall
remain in full force and effect until amended by the City Council.

SECTION 1: The following rates are established:

GENERAL AND MISCELLANEOUS:

1. Transient Occupancy Tax..... Seven (7) percent
2. Business License (per year)..... \$24.00
Quarterly..... \$ 8.00
3. Dog License (per year)
Altered..... \$ 2.50
Unaltered..... \$ 5.00
4. Returned check processing fee..... \$10.00
5. Printing and/or Reproduction Work -
Agendas (annual subscription service) City Council.. \$60.00
Planning Commission..... \$10.00
Xeroxing of Public Records, Reports and Statements,
\$.25 a page up to \$5.00 = 20 pages
\$.10 a page thereafter
\$1.00 a page if less than 20 pages total, plus binding
Side and Specifications (refundable deposit) cost per
project

SECTION 2: That in accordance with Section 20.56.020 of the
Municipal Code of the City of Indian Wells,
California, the following rates are established:

PLANNING:

2. GENERAL APPLICATIONS

1. General Plan Amendment.....\$530.00
2. Specific Plan.....\$1,000.00
3. Change of Zone or Pre-Annexation zoning (up to 50 ac). \$550.00
(Plus \$100.00 per 20 ac. over initial 50 acres)
4. Conditional Use Permit - Rev use (up to 50 acres).....\$600.00
(\$100.00 per 20 ac. over initial 50 acres)
5. Conditional Use Permit involving the use of an
existing single-family residential lot..... \$200.00
6. Variance to zoning ordinance regulations..... \$350.00
sq. building heights, wall heights, hedge heights, lot area,
land coverage, setbacks, landscaping, driveway widths, etc.
7. Amendments to approvals (25% of original applicable fees)
8. Annexation.....\$500.00
(plus fees for County and State Board of Equalization)

1988 General Plan - \$15.00
GP EIR \$25.00

9. Amendments Requests to City Code.....\$100.00

B. ADMINISTRATION OF LSEP

1. Tract Maps

Tentative Tract Map.....\$400.00
(plus \$4.00/lot*)
Modification of Tract Map.....\$100.00
(plus \$4.00/lot*)
Final Map.....\$400.00
(plus \$10.00/lot* plus plan check engineer costs)

2. Parcel Map

Tentative.....\$200.00
Final.....\$200.00
(plus \$10.00/lot* plus plan checks engineer costs)
Modification of Parcel Map.....\$100.00
(plus \$25.00/parcel)

3. Lot Line Adjustments.....\$100.00

4. Parcel Mergers (by application when available).....\$100.00

5. Certificate of Compliance.....\$50.00

6. Inspection of Off-Site Improvements (direct engineering cost)
Inspection of Off-Site Improvements in single-family
residential area.....\$10.00

Estate* lot equals numbered and lettered lot designation

C. ENVIRONMENTAL PROCESSING

1. Categorical Exemption.....\$50.00
2. Environmental Assessment/Negative Declaration.....\$200.00
3. Environmental Impact Report.....cost plus \$500.00
reviewing charge
4. Fringe Toed Lizard Habitat Preserve Fee.....\$600.00
acre disturbed

D. APPEALS

1. With Public Hearing.....\$100.00
2. Without Public Hearing.....\$25.00

E. EXTENSIONS

1. Time extensions to any approvals.....\$100.00

F. MISCELLANEOUS

1. Blueprints, maps, etc. Plan Map.....printing cost plus \$1.00
2. Architecture landscape Committee Review.....\$50.00
3. Preliminary Development Plan Review.....\$50.00
4. Temporary Land Use Permit/Special Events.....\$50.00
per event/occurrence

5. Signs

a. Residential real estate.....\$25.00
yr./sign
b. All other sign Permit.....\$100.00
per face/yr./sign

6. Massage Establishments

a. Application for Massage Establishment.....\$500.00
initial fee
b. Application for Each Masseuse.....\$100.00
initial fee
c. Application for Renewal of Establishment.....\$100.00
by 11/30/year
d. Application for Renewal of Masseuse permit.....\$50.00
by 11/30/year

SECTION 3: Part in accordance with Section 11.12.010 of the Municipal Code of the City of Indian Wells, California, the following rates are established:

BUILDING:

THE 1945 UNIFORM BUILDING CODE, 1945 UNIFORM FIRE CODE, 1945 UNIFORM MECHANICAL CODE, 1945 UNIFORM PLUMBING CODE AND THE 1947 NATIONAL ELECTRICAL CODE SCHEDULE OF FEES AND CHARGES ARE HEREBY ADOPTED BY REFERENCE EXCEPT AS SPECIFIED BELOW:

Building Permit issuance fee is based upon total valuation of the project. Building Department has a separate fee schedule which is available at City Hall.

Reinspection Fee: The fee for each reinspection shall be \$10.00

UNIFORM PLUMBING CODE

FEES

1. For issuing each permit..... \$10.00
- In addition -
2. For each plumbing fixture or trap or set of fixtures on one trap (including water, drainage piping and backflow protection therefor)..... 3.00
3. For each building sewer and each trailer park sewer... 5.00
4. Rainwater system -- per drain (inside building)..... 3.00
5. For each cesspool..... 10.00
6. For each private sewage disposal system..... 20.00
7. For each water heater and/or vent..... 4.50
8. For each gas piping system of one (1) to four (4) outlets..... 4.50
9. For each gas piping system of five (5) or more, per outlet..... 1.25
10. For each industrial/commercial waste pre-treatment interceptor, including its trap and vent, excepting kitchen type grease interceptors functioning as fixture traps..... 15.00
11. For installation, alteration or repair of water piping and/or water treating equipment..... 3.00
12. For repair or alteration of drainage or vent piping.. 3.00
13. For each lawn sprinkler system on any one meter, including backflow protection devices therefor..... 5.00
14. For vacuum breakers or backflow protective devices on tanks, vats, etc. or for installation on unprotected plumbing fixtures, including necessary water piping -- one (1) to four (4)..... 2.00
15. Five (5) or more, each..... 1.00

NATIONAL ELECTRICAL CODE

1. For each square foot floor area..... \$.02
2. For each square foot garage or carport floor area.... .015
3. For each electrical service entrance..... 10.00
4. For each sub-panel..... 3.00
5. For each time clock..... 3.00
6. For each temporary construction power pole..... 15.00
7. For each motor less than 1 H.P..... \$ 3.00
8. For each motor 1 H.P. to 3 H.P..... 4.00
9. For each motor over 3 H.P..... 6.00
10. For each private swim pool..... 10.00
11. For each commercial swim pool..... 15.00
12. Yard Lighting..... Fee Based on Value of Contract Price

BUILDING VALUATION

1. For each square foot Apartment Houses
Type V-B, wood frame..... \$65.00

2. For each square foot Private Garages
Type V-B..... \$20.00

3. All other occupancies as to building valuation, schedule of fees, and charges to be based upon International Conference of Building Officials, Building Standards current edition are hereby adopted by reference.

ENCROACHMENT FEES:

	PERMIT FEE	MINIMUM INSPECTION FEE
1. Residential Driveways.....	\$7.00	\$15.00
NOTE: A circular driveway would be considered as two approaches.		
2. All other Driveways.....	\$7.00	\$20.00
3. For an excavation in a public place or right-of-way with or without installation of an encroachment, a permit fee of:	\$7.00 (see below #13)	
4. For work started without a permit (penalty fee in addition to required fees).....	\$50.00	
5. For concrete curbs and gutters, including driveway or aprons, for a single commercial development a permit fee of.....	\$7.00 (see below #13)	
6. For an encroachment on or over a public place, without excavation.....	\$7.00 (see below #13)	
7. For a miscellaneous permit or a permit involving a temporary encroachment for one week or less, not involving an excavation.....	\$7.00	\$25.00/day
8. For utility service connections involving open cuts across highways or in streets.....	\$7.00 (see below #13)	
9. For tree removal.....	\$7.00	\$10.00
10. To install pedestrian benches.....	\$7.00/bench	\$10.00 ea.
11. For relocation or removal of an encroachment existing under permit, when required by the City.....	NONE	NONE
12. In addition to the above and when deemed necessary by the Administrative Authority, additional and miscellaneous inspection charges shall be addressed.....		\$30.00
13. Inspection fees as follows:		
1 to 100 lineal feet		\$20.00
101 to 1,000 lineal feet		\$70.00
1,001 to 4,000 lineal feet		\$110.00
4,001 to 7,000 lineal feet		\$130.00
7,001 to 10,000 lineal feet		\$150.00
14. Other inspection and fees:		
Inspection outside of normal business hours (minimum charge two hours).....		\$25.00 per hour

- Section 165(g)..... \$10.00
- Inspections for which no fee is specifically indicated (minimum charge one-half hour)..... \$10.00 per hour
- Additional plan review required by changes additions or revisions to approved plans (minimum charge one-half hour)..... \$10.00 per hour
15. Grading Permits....Application/first thousand sq. yd... \$30.00
each addition 1000 sq. yd..... \$ 7.50
16. Plan Check Fees.....
17. School Tax shall be paid to Desert Sands Unified School District prior to issuance of building permit, under the provisions of Senate Bill 327 and Assembly Bill 2926 as follows:

Residential..... \$1.00 per square foot
Commercial..... \$0.25 per square foot

18. The 1983 Highway 111 Stormdrain Benefit District fee shall increase on July 1 of each year by 8% of the previous principal and interest until the summer of 1990 when no further increases are proposed. As the initial improvement cost was \$555,207 and on the basis of 8% interest per annum compounded annually on July 1, the present value is \$1,113,694 the fee for this assessment district is established as follows:

Year	Per residential unit	Per acre for non-residential uses
1987-88	\$746	\$5,742
1988-89	\$805	\$6,223
1989-90	\$870	\$6,721
1990	\$870	\$6,721

* Franchised utilities and districts exempt from \$7.00 permit fee per Government Code Section 6101.7

PASSED, APPROVED AND ADOPTED this 1st day of October, 1987, by the following vote:

AYES: Arenstein, Aughtry, Connor, Harrell, Oliphant
NOES: None

William M. Arenstein
WILLIAM M. ARENSTEIN
Mayor Pro-Tem

ATTEST:

Prince E. Pierson
PRINCE E. PIERSON
City Manager/Clerk

Circulation Element

City of Indian Wells

Circulation Element

I. INTRODUCTION

The circulation system is the infrastructure by which people and commodities move within and through the planning area. It is a network of routes which serve the circulation needs of the area. Since Indian Wells is only one entity within the larger region of the Coachella Valley, the City's circulation system must accommodate inter- and intra-city movement in a safe, orderly, economical and convenient manner. The goal of this element is to develop a plan for an overall circulation network that will meet current and future transportation needs of all those who live in or travel through the City of Indian Wells.

Purpose of Element

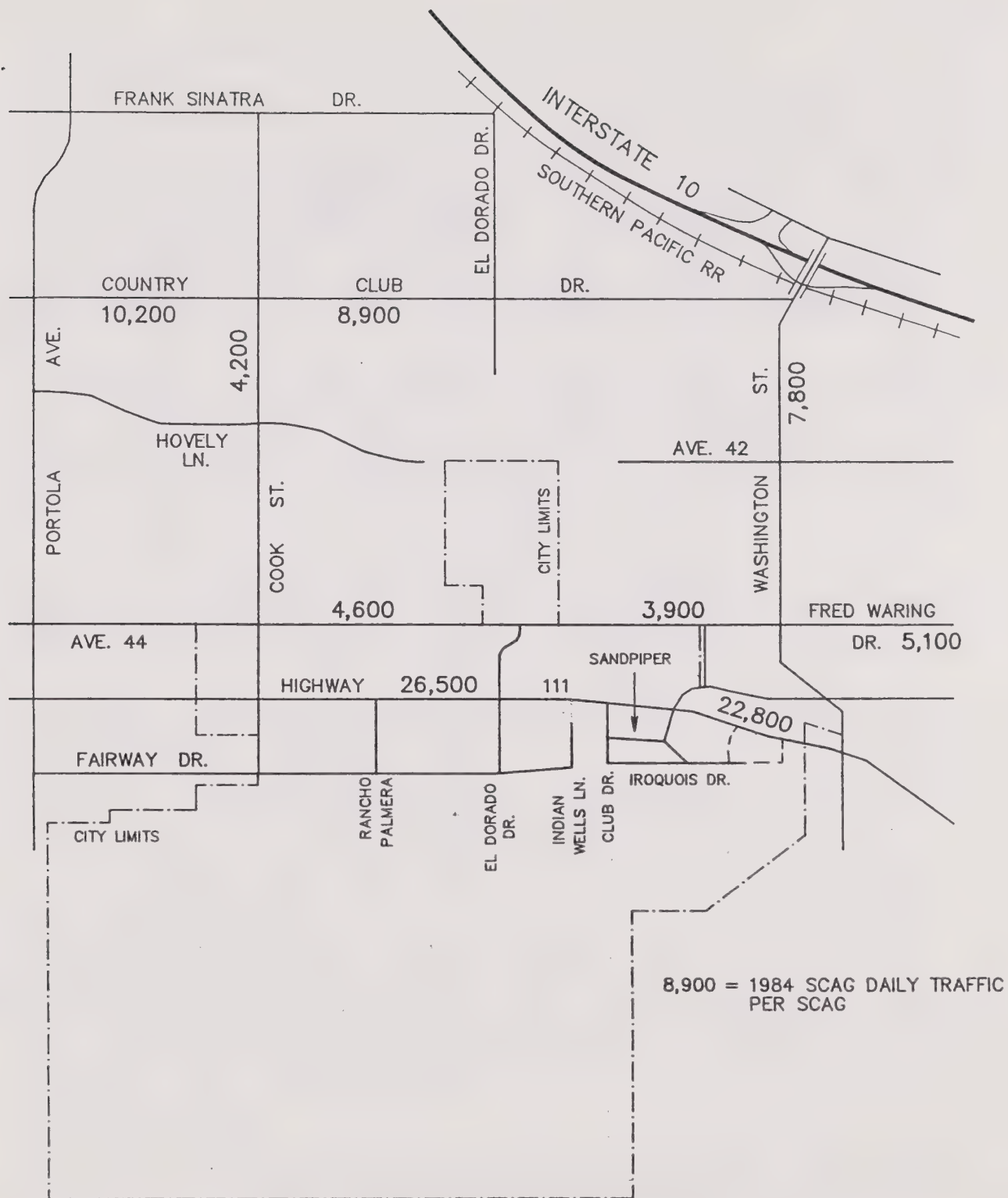
The Circulation Element is designed to:

- Identify and analyze circulation needs and issues;
- Present a planned circulation system to satisfy travel demand based upon projected land use;
- Establish standards and criteria for the location, design, operation and levels of service of various circulation facilities; and
- Set forth goals and policies to ensure the circulation needs of the community are adequately met.

Relationship to Other Elements

The Circulation Element is related to several other elements of the General Plan and perhaps most closely related to the Land Use Element. Circulation facilities are designed around the Land Use Plan's pattern of land use. The type and design of the circulation system are determined by the type and density of surrounding land uses as well as inter-city access patterns and loads.

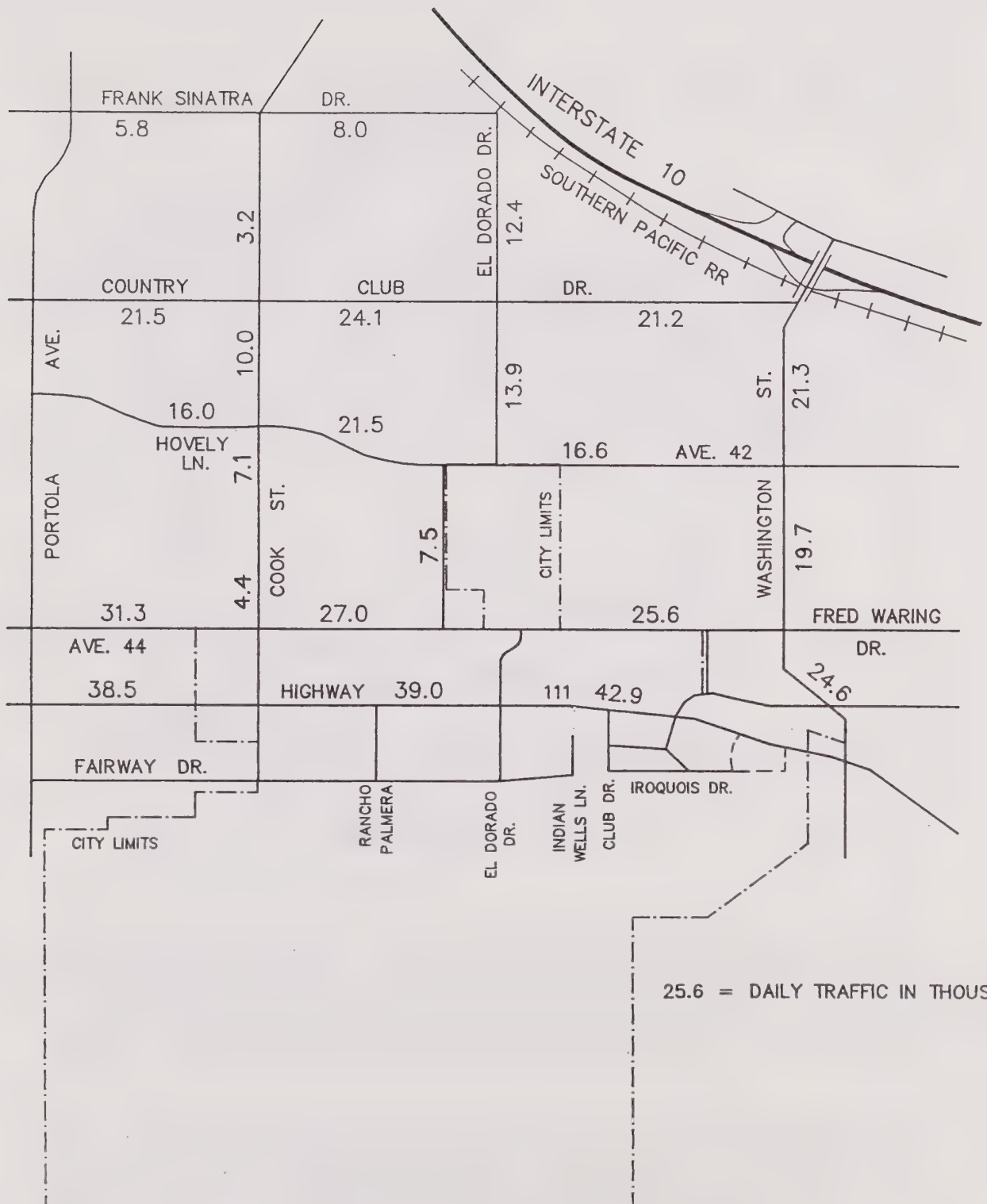
The Circulation Element is also related to the Noise, Conservation and Safety Elements. As described in the Noise Element, the circulation system is one of the major components of urban noise. The circulation network has a direct impact on natural resources, particularly air quality. Factors of safety and seismic safety affect the location and design of circulation facilities, and dictate the need for evacuation and emergency routes.




↑ North no scale 
 SOURCE: Weston Pringle and Associates.

City of
Indian Wells
 General Plan Review

Figure C-1
 Existing Circulation System



25.6 = DAILY TRAFFIC IN THOUSANDS

↑ North no scale 

SOURCE: Weston Pringle and Associates.

City of
Indian Wells
General Plan Review

Figure C-2
2010 Traffic Volumes

II. EXISTING CIRCULATION SYSTEM

Local Street System

Indian Wells' circulation system has developed incrementally through the years, as has that of the entire Coachella Valley. Streets have been developed in a grid pattern with arterials spaced at one mile intervals and with Highway 111 and Interstate 10 (I-10) running generally diagonal to the grid. The City's existing street system is depicted in Figure C-1. As this figure illustrates, the City's arterial network is generally defined and in place, with only a few streets not yet fully developed.

Also indicated in Figure C-1 are daily traffic volumes which represent the peak months of 1984. These data are from the area traffic study completed by the Southern California Association of Governments (SCAG) and are the most recent available.¹ Traffic volume on most streets in the City is relatively light. Highway 111 is the only street with volumes of greater than 20,000 cars per day. The study did not identify any current capacity deficiencies on roads within or nearby the City.

To provide an update to these traffic counts, intersection counts were conducted at Highway 111 and Cook Street, the City's busiest intersection. These counts were conducted on Friday, March 24, 1988, from 7:30 to 8:30 AM, 1:00 to 2:00 PM and 4:30 to 5:30 PM. Since this was the Friday prior to the Easter week holiday, it represents a near peak condition.

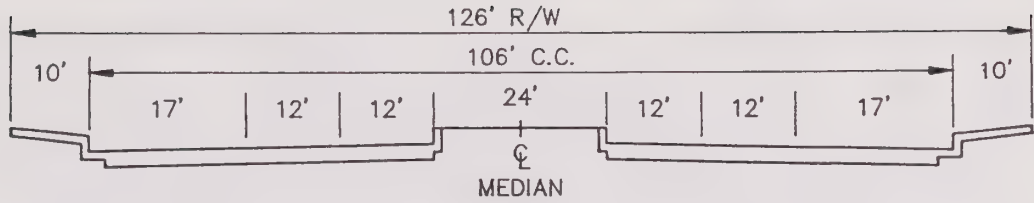
The traffic volumes obtained during this field count were analyzed with the Intersection Capacity Utilization (ICU) methodology, and assigned a Level of Service. (The ICU methodology and relationship of ICU to Level of Service are described in Appendix A.) The concept of Level of Service (LOS) is used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by traffic. Service levels range from A to F with each level defined by a volume-to-capacity ratio. Levels of service A, B and C are considered good operating conditions with only minor delays experienced by motorists. LOS D represents below average to fair operating conditions, LOS E is considered maximum capacity, and LOS F presents jammed conditions. The ICU analyses for the Highway 111/Cook Street intersection is provided in Appendix B. Traffic flow through the intersection is currently considered good, with the morning peak hour operating at LOS A, and the afternoon and evening peak hours operating at LOS B.

Circulation Systems

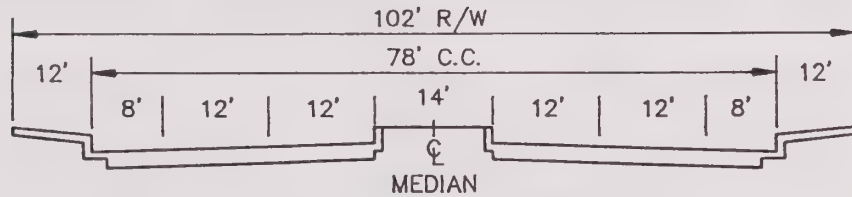
Local and valley-wide circulation systems consist primarily of the street network, and to a lesser degree a bicycle route and public bus service (discussed under Section IV - Overview of Circulation Plan).

(1) "Coachella Valley Area Transportation Study," SCAG, December 1987, Figure 2-2.

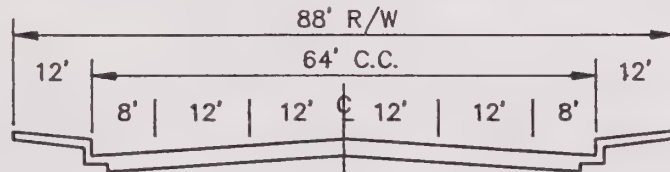
MAJOR ARTERIAL



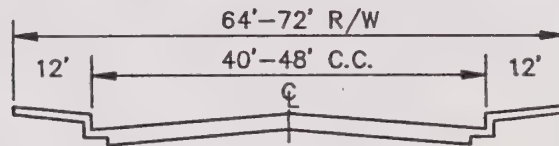
PRIMARY ARTERIAL



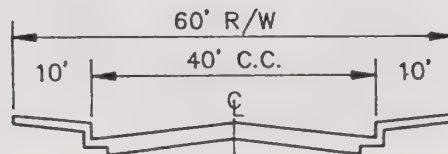
SECONDARY ARTERIAL



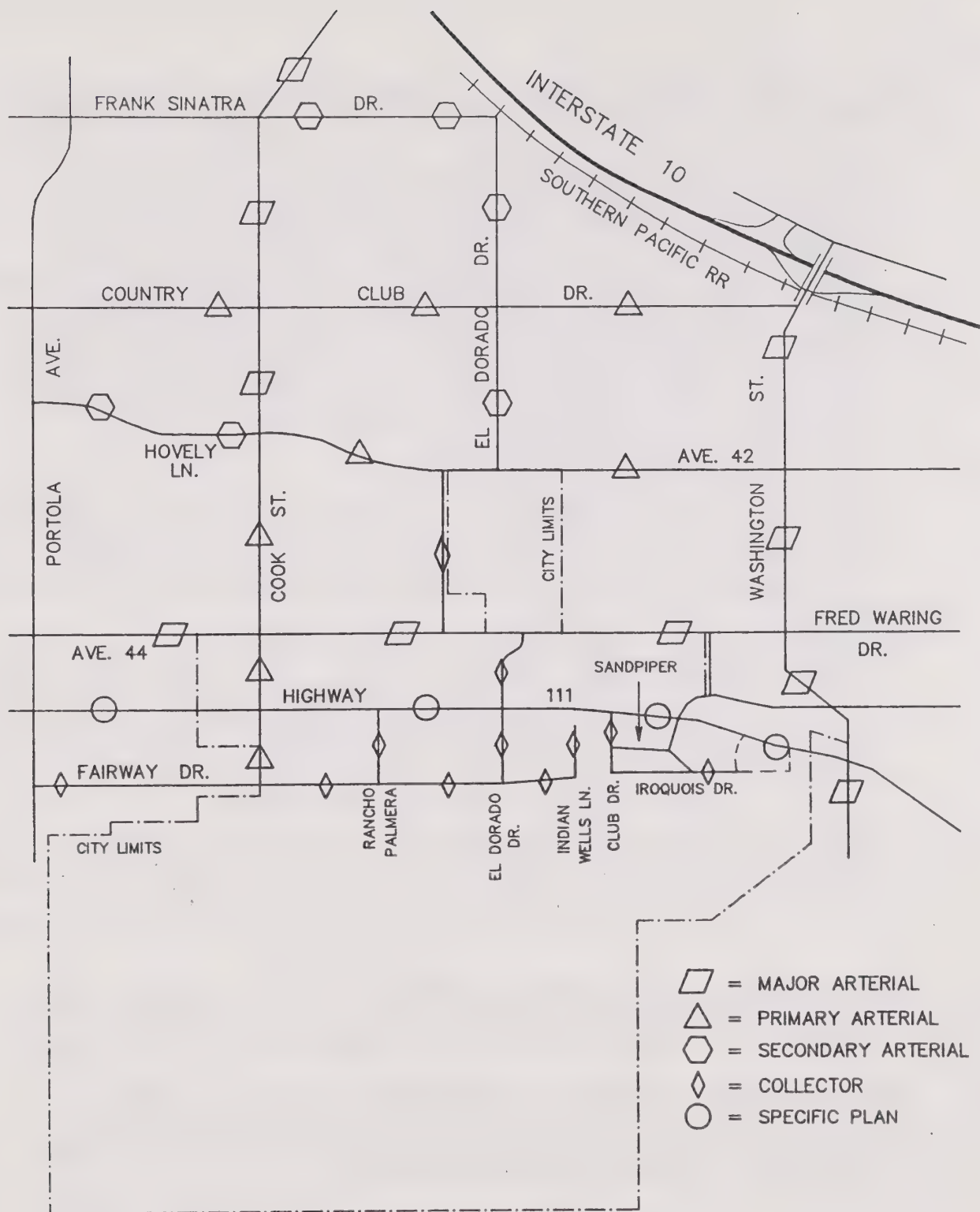
COLLECTOR



LOCAL



↑ North no scale 
SOURCE: Weston Pringle and Associates.



↑ North no scale 
 SOURCE: Weston Pringle and Associates.

City of
Indian Wells
 General Plan Review

Figure C-4
 Proposed Circulation Plan

Existing inter-regional circulation systems include air, railraod and highway/freeway transportation networks. A description of each follows.

Air: Three airports serve the Coachella Valley--Palm Springs Municipal, Thermal and Bermuda Dunes. Palm Springs Municipal, the largest of the three, provides connections to many key points throughout California and the continental United States; several commercial airlines serve the desert area. Air freight is also handled at the airport. Thermal Airport operates as a general aviation facility according to the Riverside County Aeronautical Master Plan (RIVCAMP). Should unforeseen demands or other problems strain the capacity of Palm Springs Municipal Airport, Thermal Airport could handle some of the passenger and most of the air freight overflow. Bermuda Dunes Airport provides for personal business, flying instructions and recreational flying.

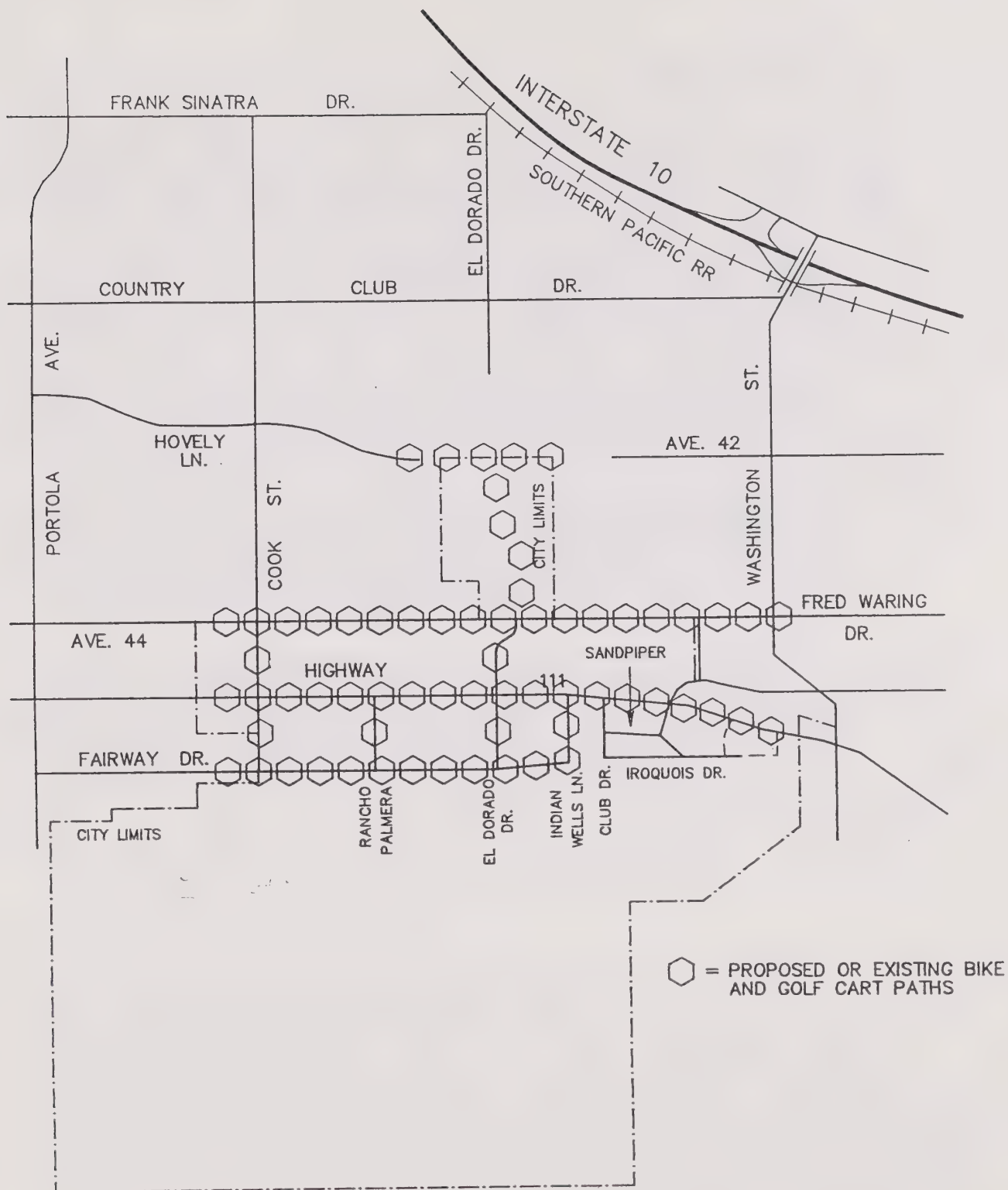
Railroad: The planning area is not directly serviced by rail passenger facilities. However, the Amtrak system runs along the Southern Pacific Railroad tracks adjacent to I-10 and makes two scheduled weekly passenger stops in Indio. The Southern Pacific Railroad is an active carrier of freight.

Highways/Freeways: Three highways/freeways connect Indian Wells with other parts of this region and areas outside this region. Interstate 10 is the only freeway in the desert and connects the Coachella Valley with the Los Angeles metropolitan area to the west, and the rest of the Southern United States to the east. The closest interchanges are currently at Washington Street and Monterey Avenue.

Highway 74 is the major State highway linking the Cove communities with the San Diego area, and the San Bernardino National Forest communities of Hemet, San Jacinto and Idyllwild. The State Department of Transportation is the agency responsible for the maintenance of Highway 74.

Finally, Highway 111 connects the Coachella Valley with the Imperial Valley area and with Mexico through connections with Highway 86. The highway is also maintained by the State Department of Transportation.

Other Facilities: Private bus companies, door-to-door limousine service and other minor systems serve as linkages to other areas, primarily Los Angeles and/or Phoenix. Connections to other regions could be made at these aforementioned points.



↑ North no scale 
 SOURCE: Weston Pringle and Associates.

City of
Indian Wells
 General Plan Review

Figure C-5
 Golfcart and Bikeway System

III. ISSUES SUMMARY

In general, the existing street system operates smoothly. However, as Indian Wells and the Coachella Valley continue to grow, greater demands will be placed on the street system. The following issues will need to be addressed in the Circulation Plan to mitigate traffic congestion.

- ° Completion of the Arterial System - At present, there are gaps in the arterial street system both in the City and surrounding area. In addition, some streets are not fully improved, and some locations may require bridge construction.
- ° Freeway Access - Access to the I-10 Freeway is limited in a number of interchanges, and existing interchanges are of substandard design. Essential to an efficient circulation system are additional connections to the freeway and upgrades to existing interchanges.
- ° Highway 111 - Methods of accommodating future traffic demands along the City's highest volume corridor--Highway 111--will need to be developed to ensure adequate traffic flow through the City. As a result of this concern and the complexity of these issues, a Specific Plan for the Highway 111 corridor is being prepared.
- ° Future Development - The remaining development of the City and surrounding area could result in circulation problems without adequate planning. Concerns include access, site design, parking, public transportation, and other transportation-related matters. Monitoring and review of development is necessary to mitigate potential overall impacts.

IV. OVERVIEW OF CIRCULATION PLAN

Future Traffic Demands

Projected traffic demands provide the basis for developing the City's circulation plan. Since the City is a relatively small area in the Coachella Valley, the traffic demands are influenced to a greater degree by development outside the City than in larger Cities. The "Coachella Valley Area Transportation Study, (CVATS)" prepared by SCAG in December, 1987, projects future travel demands for the City through the year 2010, and presents a long-range plan of improvements necessary to accommodate projected growth. Figure C-2 depicts the Study's projected daily traffic volumes. It should be noted that the use of CVATS traffic projections in establishing the City's circulation plan represents a worse-case scenario. Comparison with Figure C-1 shows significant increases in traffic volumes along all roadway segments in the City. Higher traffic volumes (48,000) have been assigned to Cook Street north of Country Club Drive than those indicated by CVATS. This is a more realistic projection for this roadway segment, particularly in light of the proposed Cook/I-10 freeway interchange, and is used in developing the City's circulation plan. The Coachella Valley Area Transportation Study will serve as the basis for planning for all other roadways.

A major development proposed for the City of Indian Wells is the Sunterra Project. This project includes the development of 640 acres with hotel, recreational and support uses and was examined in a detailed Environmental Impact Report¹. Traffic projections in this study indicated that anticipated daily trip generation from this project correspond to the trip generation assumed in the CVATS study for this area. The Sunterra Project did result in the deletion of Eldorado as a through street between Fred Waring and Hovely - Avenue 42. This discontinuity was also examined in the CVATS study and was not found to have a significant impact. The potential impacts were addressed in the Sunterra EIR¹.

Street Classification System

The Riverside County Roads Department has established standard cross-sections for street construction providing the basis for developing street standards for the City of Indian Wells. Recommended street sections are illustrated in Figure C-3. These represent slight modifications from Riverside County standards to better address local conditions. Median widths for major arterials would allow for dual left turn lanes at signalized intersections. No parking is envisioned on the major arterial but could be permitted on other streets. Parkway widths do not relate to vehicular circulation and will be based on the setback and landscape standards of the City. (The Highway 111 Specific Plan will specify parkway standards for the corridor.) Specific design standards have been developed for each type of street and are listed in Table C-1.

(1) "Sunterra Master Plan, EIR" Ultrasystems, Inc. 1987.

Each of the arterial classifications illustrated in Figure C-3 can be related to a vehicular capacity. Daily traffic volumes have been utilized to determine the appropriate street classification and develop roadway classification capacities for the City (see Table C-2). These roadway capacities are in general agreement with values that have been utilized in previous studies and plans in the Coachella Valley.

By comparing the project traffic volumes on Figure C-2 with the classification capacities in Table C-2, a street classification system can be developed; the proposed street system is illustrated on Figure C-4. Cook Street north of Hovely Lane is designated as a major arterial based on projected demands. Washington Street is also recommended as a major arterial based upon previous studies. While both Cook and Washington Streets lie outside the City's boundaries, their development will significantly affect circulation within the City. Finally, Highway 111 has been identified as a Specific Plan street, reflecting the special needs and design for this facility which will be identified in the Highway 111 Specific Plan.

TABLE C-1
RECOMMENDED MINIMUM STREET DESIGN STANDARDS

<u>DESCRIPTION OF DESIGN CRITERIA</u>	<u>MAJOR ARTERIALS</u>	<u>PRIMARY ARTERIALS</u>	<u>SECONDARY ARTERIALS</u>	<u>COLLECTOR STREETS</u>	<u>LOCAL STREETS</u>	<u>CUL-DE-SAC STREET</u>
Estimated 24-hour Traffic Volume	24,000- 45,000	20,000- 24,000	12,000- 20,000	500 12,000	500 Maximum	300 Maximum
Design Speed	60 MPH	50 MPH	40 MPH	30 MPH	25 MPH	25 MPH
Intersection Spacing	2600'	1200'	600'	300'	250'	--
Right-of-Way	126'	102'	88'	64'-72'	60'	56' (Radius=50)
Access to Adjoining Property	Intersection Only	Intersection Only	Avoid Where Possible	Avoid in Some Cases	OK	OK
Curb-to-Curb Width	100' 24' Median	78' 14' Median	64'	40'-48'	40'	36' (Radius=40)
Stopping Sight Distance (Summit & Sag)	475'	350'	275'	200'	160'	160'
Minimum Horizontal Radius	1150'	850'	550'	300'	200'	200'

Source: Weston Pringle & Associates

TABLE C-2
ROADWAY CLASSIFICATION CAPACITIES

<u>CLASSIFICATION</u>	<u>LANE CONFIGURATION</u>	<u>DESIGN CAPACITY (LOS C) (1)</u>	<u>MAXIMUM CAPACITY (LOS E) (2)</u>
Major Arterial	6 Lane Divided	45,000	54,000
Primary Arterial	4 Lane Divided	24,000	38,000
Secondary Arterial	4 Lane Undivided	20,000	30,000
Collector	2 Lane Undivided	12,000	18,000

Source: Weston Pringle & Associates

- (1) "Level of Service C" used for analysis and evaluation, defined as a stable flow condition in which volume and density restrict freedom to select speed, change lanes or pass. Values indicate Average Daily Traffic.
- (2) "Level of Service E" reflects the absolute maximum volume under ideal conditions. This level of service is characterized by unstable flow, extremely high volumes and limited operating speed with intermittent vehicle queuing. Values indicate Average Daily Traffic.

Internal Circulation

Adequate circulation and access within residential and commercial developments in the City are also important to an efficiently operating circulation system. The following guidelines have been developed as part of the circulation plan to govern internal circulation.

Residential Development

- ° Long, straight roadway stretches should be avoided to discourage excessive speeds and thereby reduce safety hazards.
- ° The use of T-intersections is encouraged on all collector and local streets with minimum offsets of 250-300 feet as indicated in Table C-1.
- ° Street grades should not exceed ten percent.
- ° Streets should intersect at as near to the right angle as possible and at not more than a 15 degree skew.
- ° Intersections should be located on the outside rather than the inside of a horizontal curve.
- ° Streets should not intersect on the crest of a vertical curve.

Commercial development

- ° For vehicles entering a driveway, there should be adequate storage between the street and the first parking stall or aisle juncture to store incoming cars and not cause cars to queue onto the street.
- ° Discrete pedestrian walkways should be provided to minimize pedestrian/auto conflicts.
- ° Circulation within the parking area should allow relatively free flow of vehicular traffic with no constrictions.
- ° Aisles should be placed in such a way that it is easy to reach any destination within the center after entering any driveway.

Traffic Control Devices

The installation of all traffic control devices should be based upon established warrants and professional analyses. Basic references include the California Department of Transportation, "Traffic Manual" and the "Manual on Uniform Traffic Control Devices" and "Traffic Control Devices

Handbook" published by the Federal Highway Administration. The installation of traffic control devices in conformance with standards provides a safe road system and reduces potential liability on the part of the City.

These references provide guides or warrants for the installation of many traffic controls such as STOP signs, traffic signals and speed limits. In the case of speed limits, the guidelines are required to be followed by the California Vehicle Code. While these guides or warrants are not absolute, they will assist in providing uniformity, which is a safety benefit.

Bikeway/Golf Cart Path System

A bike/golf cart path system has been developed based on the existing circulation network (see Figure C-5). This pathway system connects points of civic, commercial and recreational interests with residential areas. Portions of the path system have already been developed.

Three standard classes of pathways are recognized statewide and are described below:

Class I: Golf cart/bikeway is physically separated from vehicular traffic by a physical barrier. The minimum width for this bikeway is 6.5 feet.

Class II: Unprotected pathway defined by a stripe on the roadway but has no physical separation from vehicular traffic. The minimum width for this bikeway is 4 feet.

Class III: Unprotected golf cart/bikeway sharing the same roadway with vehicular traffic designated only by signage. As Class III bikeways are not differentiated from the roadway, there is no width requirement.

Figure C-5 indicates the pathways on major roads only; any hard surface road serves as a potential route. Specifically developed pathways will be developed as either Class I bike paths or Class II bike lanes based upon existing development, traffic and street classification. For example, bikeways developed on existing streets will necessarily be designated Class II bike lanes as existing land uses would preclude the installation of physically separate Class I bike paths. In areas where development does not currently exist, Class I bike paths will be the preferred alternative.

Public Transit

Indian Wells and the Coachella Valley are served by Sun Line Transit. Bus service is currently provided along Highway 111 at 30 minute headways and along Fred Waring and Washington south at 40 minute headways. A plan to reduce headways along Fred Waring to 30 minutes is being developed, and a new service north on Washington will be initiated in November, 1988. This new service will operate initially with 60 minute headways. Bus service in the City will continue to expand as additional travel demand is generated by new development.

The bus service will be expanded as development occurs, and the policy of the operator is to begin service before the actual demand exists. Consideration for bus service should be included in all developments. The provision of bus turnouts on the arterial system should be included in development plans and coordinated with the transit operator.

Highway 111 Specific Plan

Due to the special considerations related to Highway 111 through the City, a Specific Plan is to be prepared for this corridor. The Specific Plan will address the road design as well as land uses, landscaping and other considerations related to the urban design of the corridor. With respect to the road design, the following policies and criteria have been developed which serve to guide the street design.

- ° The street is to provide adequate lanes for Level of Service D operation to serve future traffic demands, with additional turning lanes at principal intersections to serve traffic demands (the Primary Arterial cross-section in Figure C-3).
- ° Separate bicycle/golf cart facilities (Class I) are to be provided.
- ° Traffic signal coordination should be provided to assist in providing for a smooth flow of traffic through the City.
- ° Signalized intersections should be spaced at half mile increments.
- ° Half signals should be utilized for intermediate locations where signalization is required.
- ° Right turn only access can be provided at selected locations where justified.
- ° Bus turnout areas should be provided at all potential bus stop locations.
- ° A raised median should be provided with left turns from Highway 111 into adjacent property permitted at limited locations.

V. GOALS AND POLICIES

Increased development permitted under the Land Use Plan, combined with growth occurring in adjacent communities, will generate significant increases in traffic. An adequate circulation plan is an essential element to minimizing future traffic congestion and maintaining the high quality of life presently enjoyed by Indian Wells' residents. The following goals and policies are designed to ensure the maintenance of an efficient circulation system for the City.

GOAL 1: Provide a safe and efficient street system that links all parts of the area for movement of people and goods.

POLICY 1.1: Require new development and expansion of existing development to provide necessary street improvements for which it generates demand. Street improvements shall include, but not be limited to, the following:

- °on-site transportation facilities - streets, curbs, traffic control devices;
- °necessary access improvements - street extensions, widenings, turn lanes, signals, etc.; and
- °street widenings for streets fronting the development property as shown on the Circulation Plan map.

POLICY 1.2: Minimize the impacts of development on the circulation system. Require all new development to prepare a site-specific traffic study, and review all site plans, rezoning applications, and proposed General Plan amendments with respect to their impact on the circulation system.

POLICY 1.3: Coordinate with other government entities, including CalTrans, CVAG, LAFCO, SCAG, Riverside County and adjacent communities, in implementation of the City's Circulation Plan and Coachella Valley-wide circulation improvements. Request an update of the CVAT traffic model to reflect the City's adopted Land Use Plan.

POLICY 1.4: Provide special consideration of circulation issues related to the City's major thoroughfare through development of the Highway 111 Specific Plan.

GOAL 2: Provide Indian Wells' residents with a choice of travel modes.

POLICY 2.1: Consider transit service issues in site plan review and in the design of the street system, and provide bus turnouts along arterials and collectors where appropriate.

POLICY 2.2: Continue to assist in funding and consider membership in Sun Line Transit District.

POLICY 2.3: Encourage prompt construction of the bike path/golf cart system by requiring new development to provide bike lanes on arterial streets in accordance with the Circulation Plan.

POLICY 2.4: Ensure the safety of the bike path system by utilizing the design criteria set forth in the California Department of Transportation Highway Design Manual in the development of bikeways.

POLICY 2.5: Encourage new development to provide internal bike/golf cart paths where feasible and where natural features make paths desirable. Require that such paths link in with the City-wide path system.

POLICY 2.6: Ensure that rail and air service capacities continue to meet the needs of residents.

GOAL 3: Provide a street system that contributes to residents' quality of life and minimizes impacts on the environment.

POLICY 3.1: Support traffic control measures which reduce noise and air quality impacts and are consistent with traffic engineering guidelines. Such measures could include traffic signal coordination, adding left turn lanes at intersections, and incorporating right-turn only access at selected locations.

POLICY 3.2: Provide and maintain a street system which maintains a minimum level of Service (LOS) D at roadway intersections.

POLICY 3.3: Encourage the development of a street system which allows the use of alternative traffic routes to better distribute traffic and minimize congestion. Through traffic in residential neighborhoods should, however, be discouraged by use of cul-de-sacs and one-way streets as appropriate.

POLICY 3.4: Encourage the use of alternative modes of transportation including public transit, ride sharing, bicycles, golf carts, and walking.

POLICY 3.5: Encourage major employers to use flexible or staggered work hours so that travel demand is spread more evenly throughout the day.

POLICY 3.6: Provide and maintain landscaping on both sides and in the median of arterial streets, and on both sides of collector and local streets.

Circulation Element

City of Indian Wells

II. EXISTING CIRCULATION SYSTEM

Local Street System

Indian Wells' circulation system has developed incrementally through the years, as has that of the entire Coachella Valley. Streets have been developed in a grid pattern with arterials spaced at one mile intervals and with Highway 111 and Interstate 10 (I-10) running generally diagonal to the grid. The City's existing street system is depicted in Figure C-1. As this figure illustrates, the City's arterial network is generally defined and in place, with only a few streets not yet fully developed.

Also indicated in Figure C-1 are daily traffic volumes which represent the peak months of 1984. These data are from the area traffic study completed by the Southern California Association of Governments (SCAG) and are the most recent available.¹ Traffic volume on most streets in the City is relatively light. Highway 111 is the only street with volumes of greater than 20,000 cars per day. The study did not identify any current capacity deficiencies on roads within or nearby the City.

To provide an update to these traffic counts, intersection counts were conducted at Highway 111 and Cook Street, the City's busiest intersection. These counts were conducted on Friday, March 24, 1988, from 7:30 to 8:30 AM, 1:00 to 2:00 PM and 4:30 to 5:30 PM. Since this was the Friday prior to the Easter week holiday, it represents a near peak condition.

The traffic volumes obtained during this field count were analyzed with the Intersection Capacity Utilization (ICU) methodology, and assigned a Level of Service. (The ICU methodology and relationship of ICU to Level of Service are described in Appendix A.) The concept of Level of Service (LOS) is used to describe the operating characteristics of the street system in terms of the level of congestion or delay experienced by traffic. Service levels range from A to F with each level defined by a volume-to-capacity ratio. Levels of service A, B and C are considered good operating conditions with only minor delays experienced by motorists. LOS D represents below average to fair operating conditions, LOS E is considered maximum capacity, and LOS F presents jammed conditions. The ICU analyses for the Highway 111/Cook Street intersection is provided in Appendix B. Traffic flowthrough the intersection is currently considered good, with the morning peak hour operating at LOS A, and the afternoon and evening peak hours operating at LOS B.

Circulation Systems

Local and valley-wide circulation systems consist primarily of the street network, and to a lesser degree a bicycle route and public bus service (discussed under Section IV - Overview of Circulation Plan).

(1) "Coachella Valley Area Transportation Study," SCAG, December 1987, Figure 2-2.

Existing inter-regional circulation systems include air, railraod and highway/freeway transportation networks. A description of each follows.

Air: Three airports serve the Coachella Valley--Palm Springs Municipal, Thermal and Bermuda Dunes. Palm Springs Municipal, the largest of the three, provides connections to many key points throughout California and the continental United States; several commercial airlines serve the desert area. Air freight is also handled at the airport. Thermal Airport operates as a general aviation facility according to the Riverside County Aeronautical Master Plan (RIVCAMP). Should unforeseen demands or other problems strain the capacity of Palm Springs Municipal Airport, Thermal Airport could handle some of the passenger and most of the air freight overflow. Bermuda Dunes Airport provides for personal business, flying instructions and recreational flying.

Railroad: The planning area is not directly serviced by rail passenger facilities. However, the Amtrak system runs along the Southern Pacific Railroad tracks adjacent to I-10 and makes two scheduled weekly passenger stops in Indio. The Southern Pacific Railroad is an active carrier of freight.

Highways/Freeways: Three highways/freeways connect Indian Wells with other parts of this region and areas outside this region. Interstate 10 is the only freeway in the desert and connects the Coachella Valley with the Los Angeles metropolitan area to the west, and the rest of the Southern United States to the east. The closest interchanges are currently at Washington Street and Monterey Avenue.

Highway 74 is the major State highway linking the Cove communities with the San Diego area, and the San Bernardino National Forest communities of Hemet, San Jacinto and Idyllwild. The State Department of Transportation is the agency responsible for the maintenance of Highway 74.

Finally, Highway 111 connects the Coachella Valley with the Imperial Valley area and with Mexico through connections with Highway 86. The highway is also maintained by the State Department of Transportation.

Other Facilities: Private bus companies, door-to-door limousine service and other minor systems serve as linkages to other areas, primarily Los Angeles and/or Phoenix. Connections to other regions could be made at these aforementioned points.

IV. OVERVIEW OF CIRCULATION PLAN

Future Traffic Demands

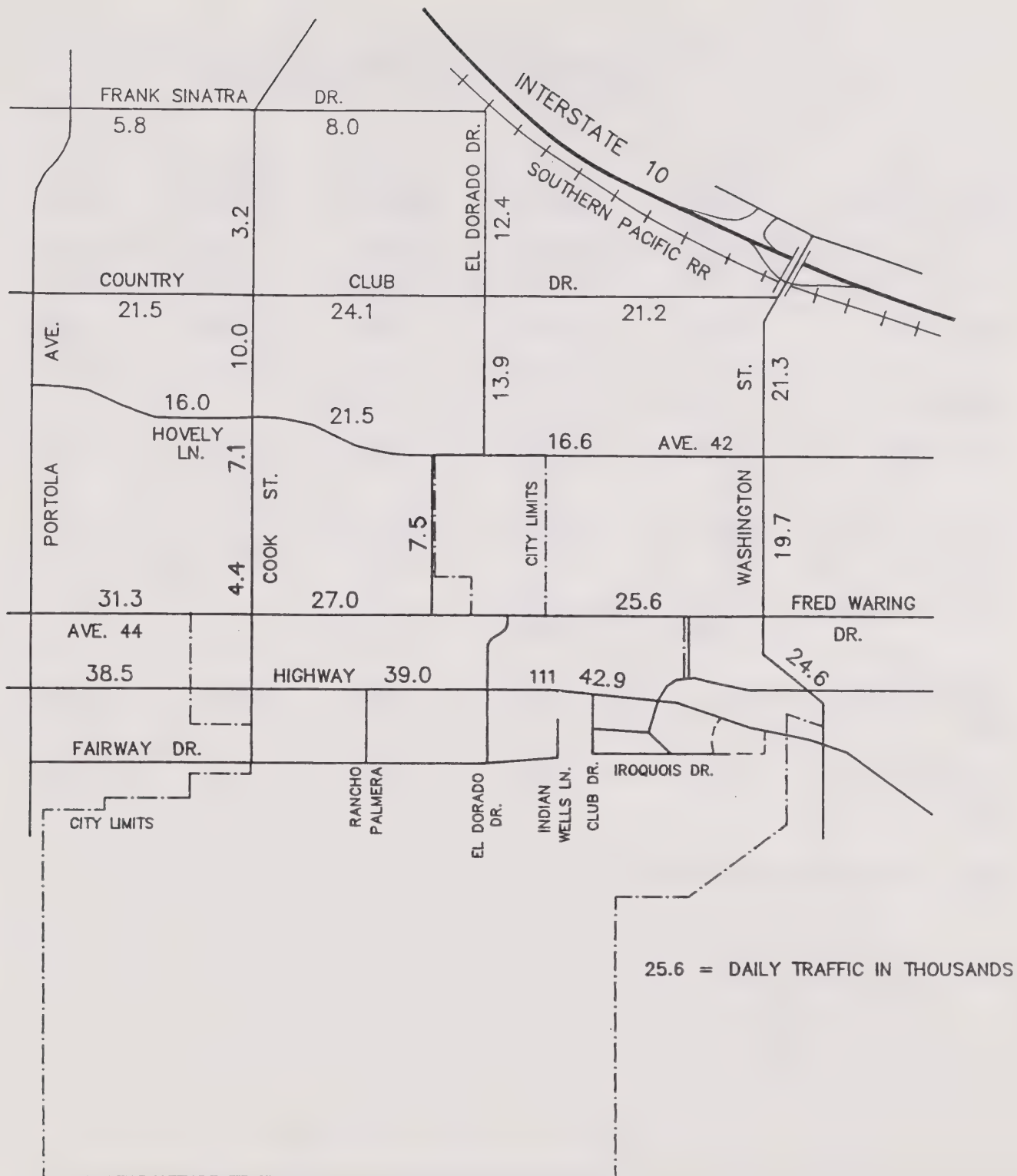
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↑ North no scale 
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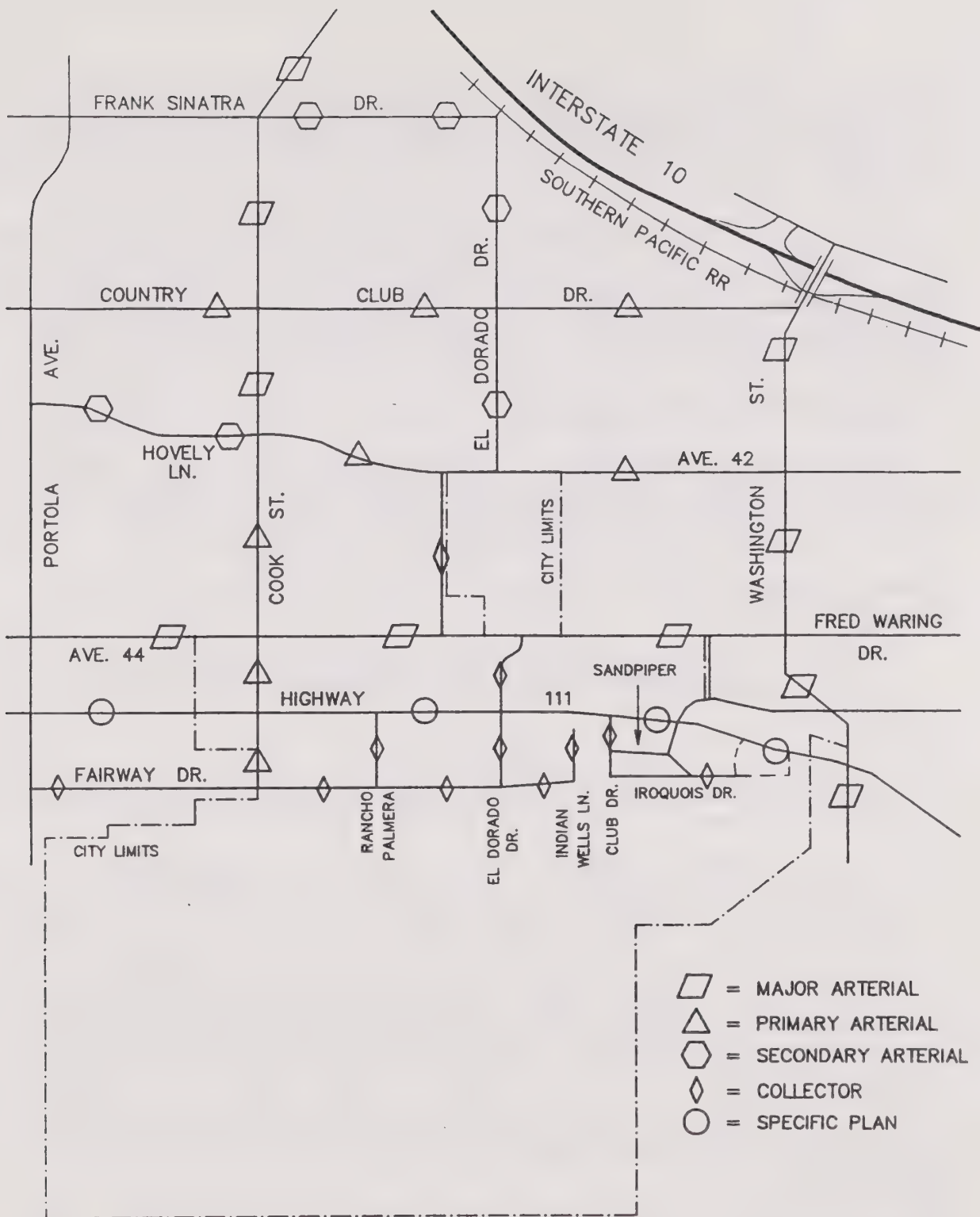
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Figure C-2
 2010 Traffic Volumes

TABLE C-1
RECOMMENDED MINIMUM STREET DESIGN STANDARDS

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City of
Indian Wells
 General Plan Review

Figure C-4
 Proposed Circulation Plan

Handbook" published by the Federal Highway Administration. The installation of traffic control devices in conformance with standards provides a safe road system and reduces potential liability on the part of the City.

These references provide guides or warrants for the installation of many traffic controls such as STOP signs, traffic signals and speed limits. In the case of speed limits, the guidelines are required to be followed by the California Vehicle Code. While these guides or warrants are not absolute, they will assist in providing uniformity, which is a safety benefit.

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- Signalized intersections should be spaced at half mile increments.
- Half signals should be utilized for intermediate locations where signalization is required.
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- Bus turnout areas should be provided at all potential bus stop locations.
- A raised median should be provided with left turns from Highway 111 into adjacent property permitted at limited locations.

POLICY 2.2: Continue to assist in funding and consider membership in Sun Line Transit District.

POLICY 2.3: Encourage prompt construction of the bike path/golf cart system by requiring new development to provide bike lanes on arterial streets in accordance with the Circulation Plan.

POLICY 2.4: Ensure the safety of the bike path system by utilizing the design criteria set forth in the California Department of Transportation Highway Design Manual in the development of bikeways.

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POLICY 3.6: Provide and maintain landscaping on both sides and in the median of arterial streets, and on both sides of collector and local streets.

Conservation/Open Space Element

City of Indian Wells

Conservation/Open Space Element

I. INTRODUCTION

Indian Wells has transformed through the years from an agricultural and open desert area to an active residential community. Development of this scale often endangers sensitive resources and open space lands. Thus, Indian Wells and the other cove communities have made a concerted effort to conserve and protect the natural environment during their development. This Conservation/Open Space Element is a written description of the City's commitment to maintaining a balance of preservation and development. Its purpose is to ensure future generations the same level of enjoyment from the environment as is enjoyed by present residents.

Purpose of Element

The Conservation/Open Space Element is designed to:

- Inventory the existing natural resources and the various functions served by open space.
- Balance planning activity with environmental considerations.
- Establish recognition of the social, economic and aesthetic benefits which develop from the preservation of open space.
- Prevent neglect or unnecessary destruction of natural resources.
- Set forth goals and policies concerning the conservation, development and use of natural resources and the preservation of open space.

Relationship to Other Elements

The Conservation/Open Space Element provides significant input into the Land Use and Circulation Elements. Land use designations are dependent upon location and significance of various environmental factors. Also, new circulation proposals will be required to consider possible environmental impacts prior to their approval.

The information provided in the Conservation/Open Space Element is significant on a project-specific basis. Through the environmental assessment process, planners and local decision-makers are required to make an initial assessment as to whether or not a proposed project will have a "significant effect" on the environment. The Conservation/Open Space Element will serve as a tool in the environmental evaluation process.

II. INVENTORY OF EXISTING CONDITIONS

The purpose of this section is to provide information relative to the utilization of the City's natural resources and the preservation of open space areas. The information presented herein provides the basis for the policies and strategies discussed in the element's final section.

Context for Conservation/Open Space Planning

The planning area consists of three natural physical areas which provide the framework for conservation/open space planning:

- ° Northern Valley Floor: This region consists of the area north of the Whitewater Channel to Avenue 42. It is a relatively flat, sandy area subject to moderate wind and blowsand hazards. The overall topography is one of blowsand hummocks and sand dunes covered by creosote scrub vegetation.
- ° Central Valley Floor: This region consists of the developed portion of the planning area. Native vegetation is somewhat heavier than on the valley to the north. This zone includes the bajada, a nearly flat surface of joined erosional deposits along the base of the Santa Rosa Mountain Range.
- ° Santa Rosa Mountains: This mountain range rises sharply in the southern portion of the City. The mountain environment consists of three basic life zones:
 - a) Permanent and seasonal water (i.e., the bottom of the canyons which form this zone's drainage pattern);
 - b) The low desert which begins at the edge of the foothills and rises to about 1,000 feet; and
 - c) The high desert, between 1,000 and 2,000 feet, to the top of Eisenhower Mountain in the center of the southern City area.

Open Space Inventory

Table COS-1 organizes the City's open space resources into four broad categories and summarizes the acreages within each use; Figure COS-1 provides a graphic depiction of these open space lands. There are approximately 7,310 acres of open space in the Indian Wells planning area, representing nearly 80% of the total land use acreage. The majority of the City's open space can be defined as Hillside Open Space, comprised of the Santa Rosa Mountain Range in the southern half of the planning area. These mountains are precipitously sloped, thereby prohibiting intensive development.¹ The State's Bighorn Sheep Reserve overlaps into the City's

(1) The Land Use Element limits development in privately-owned hillside areas to a maximum of one dwelling unit per 40 acres, subject to the standards set forth in a Hillside Management Ordinance.

TABLE COS-1
OPEN SPACE INVENTORY

		<u>Acreage</u>
Hillside Open Space		5,197 acres
Big Horn Sheep Reserve	1,920	
Watercourse Open Space		1,110 acres
Recreational Open Space		939 acres
Public Golf Course	273	
Private Golf Course	665	
Public Park	1	
Date Palm Groves		64 acres
Total Open Space		7,310 acres

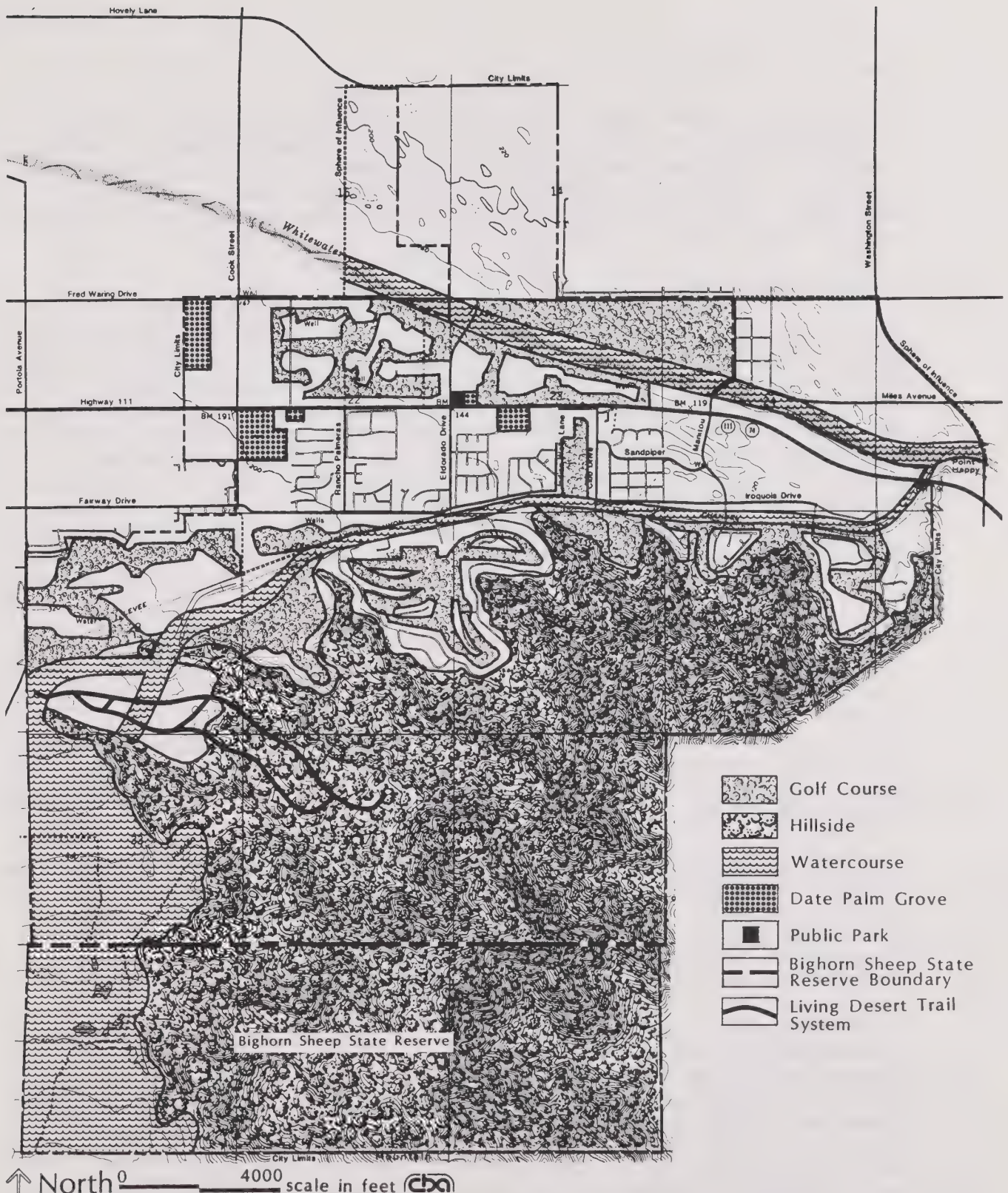
Source: City of Indian Wells Planning Department,
Cotton/Beland/Associates.

hillside areas, providing protected habitat for the rare peninsular big horn sheep. The Living Desert, which spans an approximate two mile area of Palm Desert and Indian Wells serves as a desert wildlife preserve and educational center, providing nature walks and a hiking trail system.

The second most prevalent type of open space in the City is watercourse open space, referring to those lands which are subject to flood hazard within the 100 year floodplain. These floodplain areas include the City's two flood control channels - Whitewater Channel and Deep Canyon Channel - and a large area of unimproved floodway in the Deep Canyon area. If flood control improvements are made which mitigate flood hazard in the Deep Canyon area, these lands would be taken out of the floodway and possibly opened up to development.

The City's five golf courses, one public and four private, comprise the most dominant open space feature within the urban area. The City has a bikeway/golf cart system which connects points of civic, commercial and recreational interest with residential areas (see Figure C-5, Circulation Element). Indian Wells' only park, Indian Wells Date Palm Preserve, provides for passive recreational open space. Also within the developed portion of the City are several date palm groves, remnants of the City's agricultural past. While it is unlikely that these palm groves will remain wholly intact as open space resources in the community, General Plan policy encourages both the preservation of existing date palm trees and the use of new date palm trees in development projects.

The primary recreational activities in the City consist of golfing and tennis. Therefore, the City has determined that the local demand for trail-oriented recreational use is minimal and can be adequately met by policies which call for linking in with the Living Desert Reserve's trail system, and for completion of the City's golf cart/bike path system.



↑ North 0 4000 scale in feet (CBA)
 SOURCE: City of Indian Wells, U.S.G.S.

Management of Resources

In addition to open space areas, Indian Wells contains natural resource components which warrant conservation. Local resources include biological habitat, surface and ground water, soils, minerals, air quality and energy resources. The characteristics of these resource components will be described in the following section, providing the foundation for policies which support their conservation.

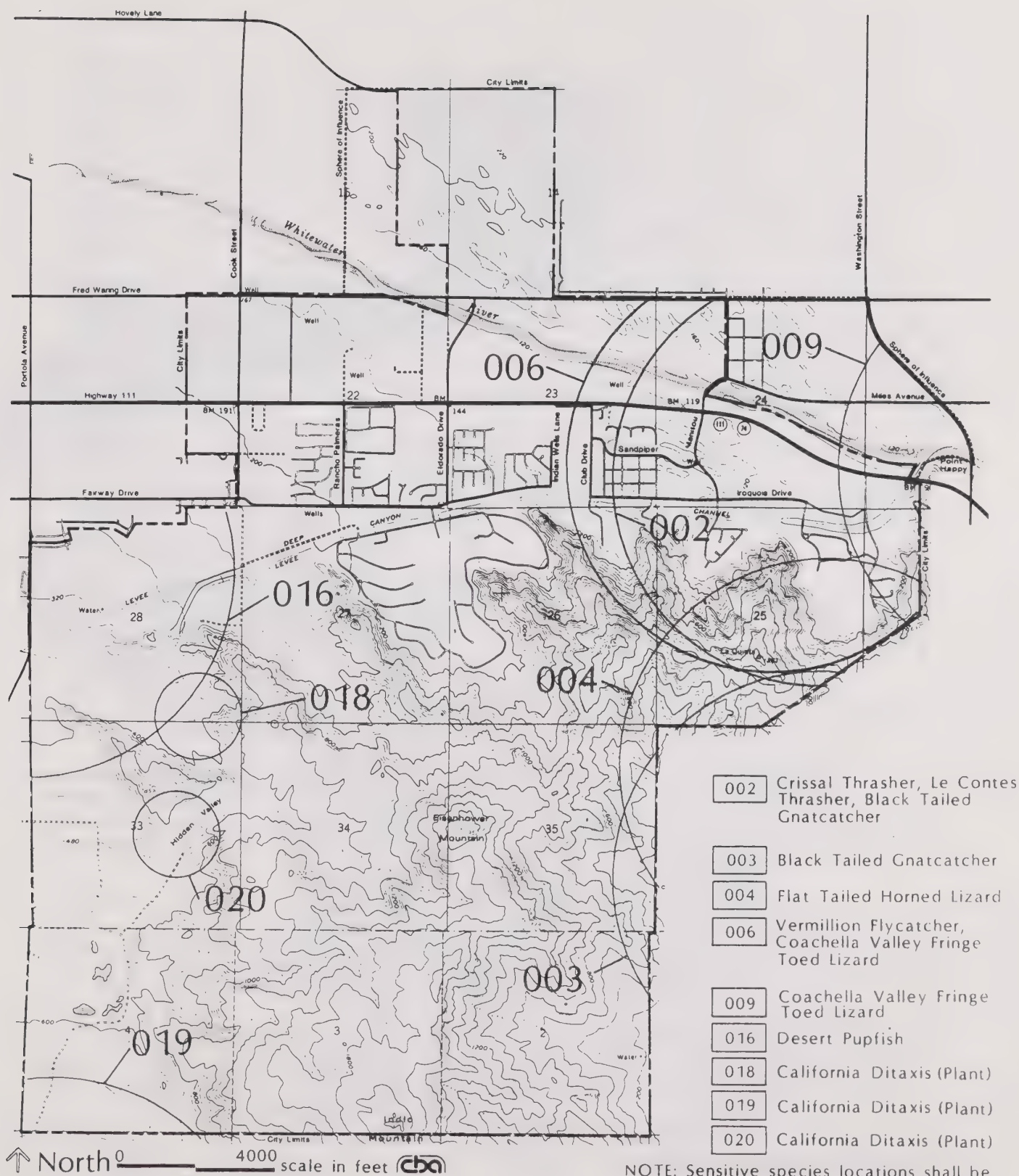
Biological Habitat

Indian Wells lies within the Sonoran portion of the Colorado Desert and supports several different plant and animal habitats. Three major habitat types are found within the planning area, and include sand dunes, creosote, and rocky slopes. Sand dunes are characterized by invading weeds and plants such as tumbleweeds, schismus, honey mesquite, Russia thistle, euphorbia, and creosote. Creosote is the most predominant habitat in the planning area, vegetated by creosote bush scrub, mesquite thickets and saltbrush scrub. The creosote bushes create sand hummocks that remain in place even in high winds, establishing stable habitats for numerous wildlife species. The rocky slope habitat found in the Santa Rosa Mountains is characterized by steep slopes that are dry and barren.

Certain plant and animal species may be considered to be sensitive for reason or combination of reasons usually related to rarity, limited availability, unusual characteristics, prime conditions, and pending threats. In some instances, threats to these species warrant official State or Federal rare, threatened, endangered or protected status. Utilizing the California Department of Fish and Game's "Natural Diversity Data Base," rare and threatened animals, plants and natural communities located in the planning area can be identified. Figure COS-2 illustrates the extent of these biota in Indian Wells.

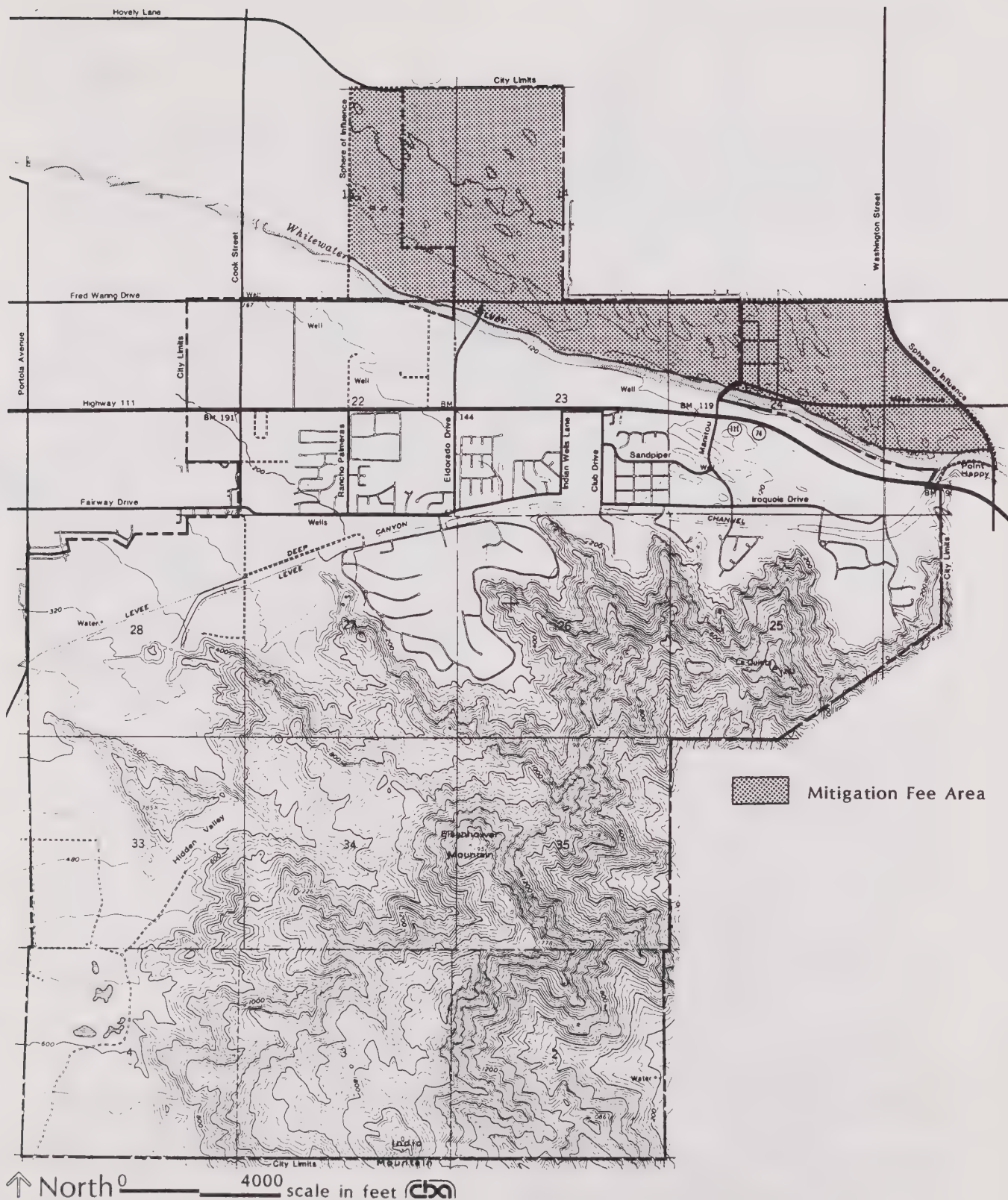
The Natural Diversity Data Base identifies the occurrence of a single rare and endangered plant species in Indian Wells. The California ditaxis (*Ditaxis californicus*) is a Federal candidate species, and has been designated as a threatened plant by the Smithsonian Institution. The occurrence of this small shrub is limited to the extreme western portion of the planning area in parts of Deep Canyon and Hidden Valley.

The habitats of a number of endangered, threatened, or rare wildlife species are located in the planning area. The Coachella Valley fringe-toed lizard (*Uma inornata*) has been designated a threatened species by the Federal government and an endangered species by the state. Wind blown sand deposits located over a large area of the City provide potential habitat to this species. A habitat conservation plan (HCP) has been developed for the fringe-toed lizard which sets aside areas of suitable habitat for the perpetuation of the species, and requires development within the HCP to pay their pro-rata share for incidental taking of the species; Figure COS-3 depicts the extent of the mitigation fee



SOURCE: California Department of Fish and Game

NOTE: Sensitive species locations shall be designated as areas of "High Ecological Sensitivity." (Refer to Policy 2.1)



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Figure COS-3
Habitat Conservation Plan Boundary
for Coachella Valley Fringe-Toed Lizard

area boundary within Indian Wells.¹ Habitat for a second lizard species, the flat tailed horned lizard (*Phrynosoma mcalli*), is identified in the southeastern portion of the City; this lizard is a Federal candidate species. The Peninsular Big Horn Sheep (*Ovis canadensis cremnobates*) is designated a rare species by the state, and its habitat includes those portions of the City located in the Santa Rosa Mountains.² Several birds with "California Department of Fish and Game species of special concern" status have been sited in Indian Wells. These include the Crissal Thrasher (*Toxostoma dorsale*), the Le Conte's Thrasher (*Toxostoma lecontei*), the Black-tailed Gnatcatcher (*Polioptila melanura lucida*), and the Vermilion Flycatcher (*Pyrocephalus rubinus*). The Department of Fish and Game has also identified the Prairie Falcon (*Falco mexicanus*) as a "sensitive element" potentially occurring in the planning area (not mapped). Finally, habitat for the Federal and State endangered Desert Pupfish (*Cyprinodon macularius*) is found in ponds located in the Living Desert Reserve.

Ecological Sensitivity: For purposes of establishing City policy for the conservation of biological resources, the planning area has been divided into three categories of ecological sensitivity: high, medium, and low. Figure COS-4 delineates the various levels of ecological sensitivity within the planning area.

Locations of sensitive plant and animal species identified in Figure COS-2 should be considered areas of high ecological sensitivity. These habitat areas are restricted in distribution, and possess unique wildlife value. In addition, the large floodplain area on the western edge of the City supports a palo verde woodland, and as the last remaining large tract of this habitat type in the Coachella Valley, should also be considered an area of high ecological sensitivity.³

Areas of moderate ecological sensitivity can be defined as those which provide potential habitats important to the maintenance of ecological diversity and/or serve as a buffer area to preserve the integrity of more critical habitat areas. The foothills of the Santa Rosa Mountains

-
- (1) The findings and requirements of the Coachella Valley Fringe-Toed Lizard Habitat Conservation Plan are hereby unincorporated by reference into the Indian Wells' Conservation and Open Space Element.
 - (2) While the City's mountain areas are known habitat for this species, specific sitings have not been reported to the State, and therefore, the Natural Diversity Data Base does not identify the occurrence of the Bighorn Sheep within Indian Wells.
 - (3) Source: Dr. Allan Muth, Resident Director, Boyd Deep Canyon Research Center, Palm Desert

provide potential seasonal range area for the peninsular Bighorn Sheep, and foraging area for the Prairie Falcon. Wind blown sand deposits provide potential habitat for the Coachella Valley Fringe Toed Lizard, as depicted in Figure COS-3. Finally, areas of water availability may support habitat, and have been designated as areas of moderate ecological sensitivity.

Areas of high disturbance and lack of significant biological communities can be characterized as areas of low ecological sensitivity. Most of the urbanized portions of the planning area fall into this category. While some areas of low sensitivity may support varied plant and animal species, they are not considered significant within a regional context.

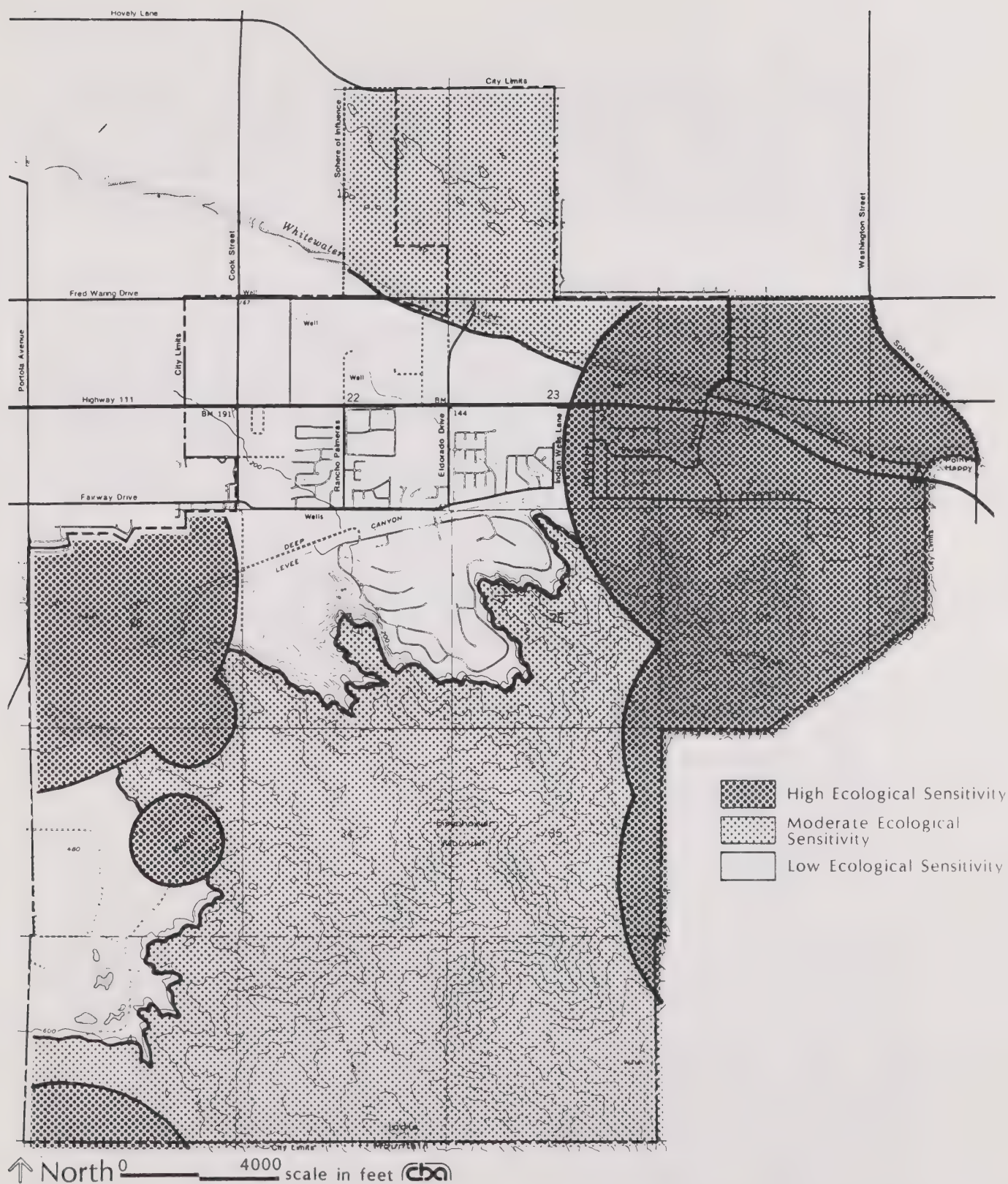
Water Resources

Groundwater Supply: Indian Wells is dependent upon the production of water from the Coachella Valley Groundwater Basin for domestic and irrigated water. The Coachella Valley Groundwater Basin has an estimated storage of over 39,000,000 acre-feet, with approximately 11,000,000 acre-feet stored in the western portion of the basin near Indian Wells (west of Washington Street).

A major source of natural groundwater replenishment is percolation of streamflow which develops in the nearby mountains. Combined with direct precipitation, natural recharge of the groundwater basin from stormwaters occurs at a rate of 49,000 acre-feet per year. Groundwater production for domestic and agricultural use was 158,000 acre-feet for the basin in 1985.

According to the Coachella Valley Master Environmental Assessment (1979), the native quality of groundwater in the Valley, with little exception, is suitable for any beneficial use. The Coachella Valley Water District reports that the quality of Indian Wells' groundwater is well within the Federal standards for human consumption.

The availability and adequacy of water supply is a major issue which will determine the future carrying capacity of the Coachella Valley. The Coachella Valley Water District developed a groundwater recharge program in 1973 to protect the Valley from groundwater overdraft. The recharge program is conducted through an agreement with the Metropolitan Water District to exchange Colorado River water for the the Coachella Valley's allotment of State Water. Groundwater recharge has been accelerated with 400,000 acre-feet released in 1986, and another 600,000 acre-feet in 1987. The recharge program has been successful in increasing groundwater levels. Water district officials report that future water shortages for the Coachella Valley are not expected as adequate water capacities exist to accommodate projected consumption demands both within the City and the region. As indicated in the General Plan EIR, maximum projected water consumption resulting from General Plan buildout will increase Coachella Valley water demands by less than 1.5%.



SOURCE: Ultrasystems, Inc.

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Figure COS-4
Ecological Sensitivity

Surface Water: Naturally occurring surface water in the planning area is limited to the Whitewater River (identified in Figure LU-1, Existing Land Use). Though the River is a channelized floodway, its natural course through Indian Wells remains intact. The Deep Canyon channelized floodway contains waters collected from mountain runoff. Several manmade lakes have been incorporated into golf courses and residential developments in the City, with a new 80-acre lake currently being proposed as part of the Sunterra Master Plan.

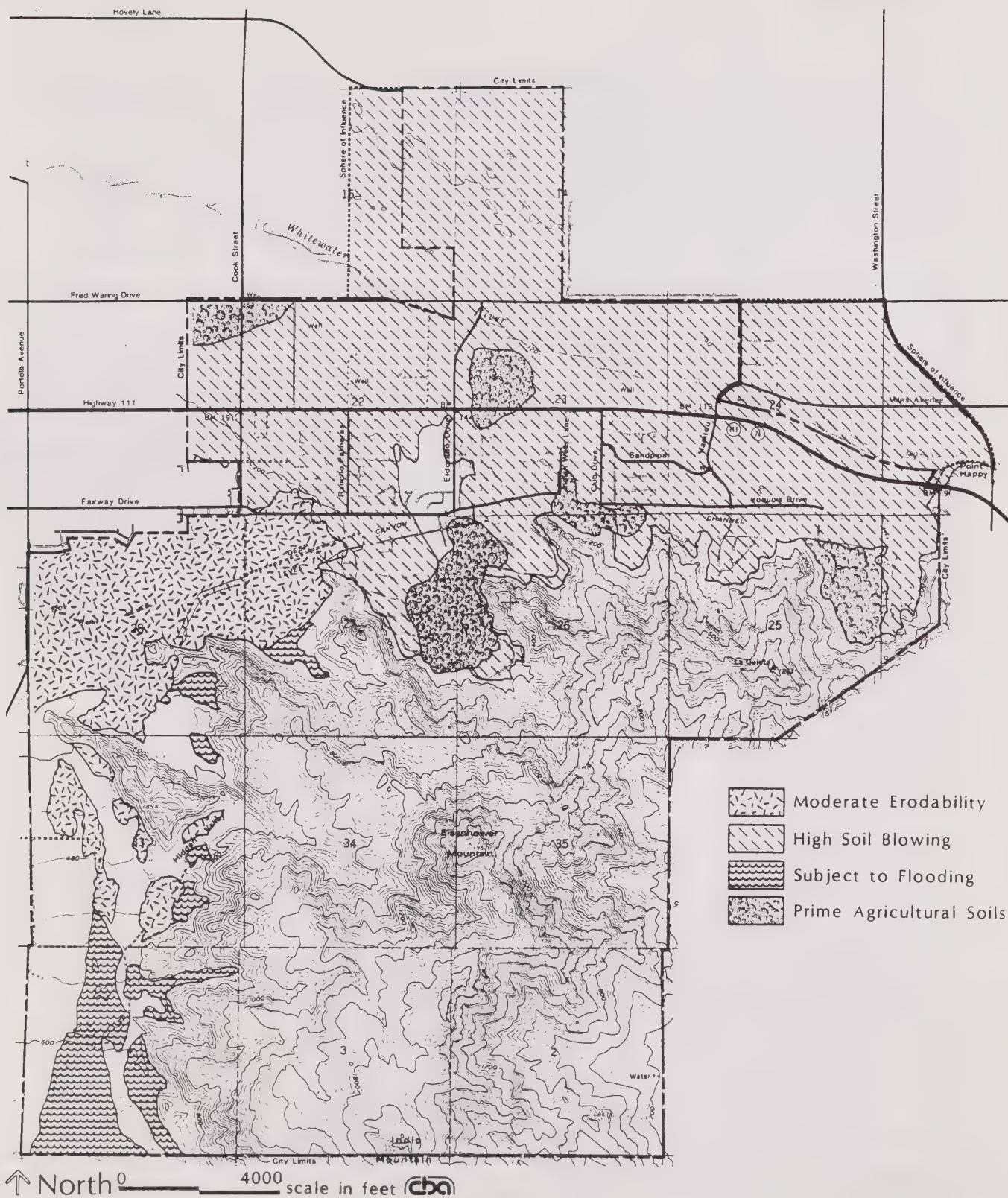
Soils

Soils in Indian Wells are derived from three physiographic regions: (1) alluvial fans ranging from old to recent alluvium; (2) the flat basin area of the Whitewater Channel and flood control channels; and (3) the mountainous areas along the southern perimeter of the planning area. Soil types consist predominately of granular to coarsely granular sands and sandy loams. In the mountainous areas, rock outcroppings consisting of granite, gneiss, mica schist, and sandstone are prevalent. The Soil Conservation Service has identified the following soil types in Indian Wells, as depicted in Figure COS-5.

CcC	Carrizo stoney sand, 2-9% slopes
CdC	Carsitas gravelly sand, 0-9% slopes
CpA	Coachella fine sand, 0-2% slopes
CsA	Coachella fine sandy loam, 0-2% slopes
Fe	Fluvents
GbA	Gilman fine sandy loam, 0-2% slopes
MaB	Myoma fine sand, 0-5% slope
MaD	Myoma fine sand, 5-15% slopes
RA	Riverwash
RO	Rock Outcrop
RU	Rubbleland

Source: USDA Soil Conservation Service, Soil Survey of Riverside County, Coachella Valley Area, 1980.

In addition to soil maps, the Soil Conservation Service Soil Survey contains descriptions of soil types which define a soil's limitations and its suitability for a specific use. Figure COS-6 depicts the extent of soils in Indian Wells with high suitability for farming, high soil blowing potential, high erodibility, and high potential for flooding. Only one soil type in Indian Wells, Gilman Fine Sandy Loam, is classified as prime agricultural soil (Capability Class II). While other soils located in the study area can be utilized for agriculture, their lower Capability Class ratings indicate severe limitations that reduce the choice of plants and require special conservation practices. Three soil types are classified as having high wind blowing potential. These include Coachella fine sand and two slope categories of Myoma fine sand. These soils are located extensively throughout the City. (See the Safety Element for additional



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Figure COS-6
 Soil Suitability/Limitations

discussion on blowsand.) Carsitas gravelly sand is classified as moderately erodible and is located along the western edge of the planning area. Limited areas of Carsitas stoney sand are located along the base of the mountains; this soil type exhibits a high potential for flooding.

Mineral Resources

The California Division of Mines and Geology has identified mines and mineral resources within Riverside County; a copy of this map is located in the Riverside County Master Environmental Assessment. No mineral resources or mines are indicated for the Indian Wells area. The State Division of Oil and Gas confirmed that no known oil or gas fields exist in the study area.

Air Quality

Air quality, like other natural resources, is limited. Within any time period, the local air basin has a restricted ability to dilute contaminants and maintain air quality at levels which do not adversely affect the population. Clean air has been cited as a dominant attraction for residing in or visiting the Coachella Valley. However, as development expands throughout the Valley, it is anticipated that air quality will incrementally deteriorate.

Air quality standards are set by both the State and Federal governments. The South Coast Air Quality Management District has the responsibility to monitor and enforce air quality standards in the Southeast Desert Air Basin, of which Indian Wells and the entire Coachella Valley are a part. Air quality data specific to Indian Wells are not available due to the lack of a monitoring station in the immediate area. However, monitoring stations at Palm Springs and Indio provide a suitable data base for estimating air quality in the City. Tables COS-2 and COS-3 describe the number of days Federal and State standards were exceeded. As evidenced by these tables, air quality standards for ozone and particulates are being exceeded in Indian Wells. Non-compliance with ozone standards at these two stations is largely the result of transport of smog from the Los Angeles basin via the prevailing winds, thereby requiring regional efforts to effectively reduce ozone levels. Particulates are more typically a locally created problem, attributed to wind-blown dust, soil and sand. (Areas of blowsand are indicated in Figure S-1).

The State Air Resources Board has designated the entire Riverside County portion of the Southeast Desert Air Basin as a non-attainment area for ozone and particulates. An Air Quality Management Plan was prepared for the Southeast Desert Air Basin in 1979 which sets forth policies and programs for localities to undertake to improve air quality. However, as most of the desert's air pollution is transported from Los Angeles, efforts to attain State and Federal air quality standards need to be coordinated with the South Coast Air Basin.

TABLE COS-2
VIOLATIONS OF FEDERAL AIR QUALITY STANDARDS

Palm Springs Monitoring Station Number of Days in Violation			
Year	Pollutant Type		
	Ozone ¹	Carbon Monoxide ²	Particulates ³
1984	36	0	0
1985	25	0	11%
1986	31	0	.5%

Indio Monitoring Station Number of Days in Violation			
Year	Pollutant Type		
	Ozone		Particulates
1984	19		17%
1985	16		13%
1986	0		18%

¹Based on Federal Standard of 0.12 ppm for one-hour average.

²Based on Federal Standard of 35 ppm for one-hour average.

³Based on Federal Standard of 150 ug/m for 24-hour average of Total Suspended Particulates. As particulates are not measured on a daily basis, the percentage of those days exceeding Federal standards relative to the number of observation days is indicated.

Source: California Air Quality Data, Volumes XVI (1984), XVII (1985), and XVIII (1986), California Air Resources Board.

TABLE COS-3
VIOLATIONS OF STATE AIR QUALITY STANDARDS

Palm Springs Monitoring Station Number of Days in Violation			
Year	Pollutant Type		
	Ozone ¹	Carbon Monoxide ²	Particulates ³
1984	92	0	10%
1985	81	0	NM
1986	80	0	NM

Indio Monitoring Station Number of Days in Violation			
Year	Pollutant Type		
	Ozone		Particulates
1984	69		49%
1985	67		66%
1986	0		44%

¹Based on State Standard of 0.10 ppm for one-hour average.

²Based on State Standard of 20 ppm for one-hour average.

³Based on State Standard of 100 ug/m for 24-hour average of Total Suspended Particulates in 1984, and 50 ug/m of Suspended Particulates in 1985 and 1986. As particulates are not measured on a daily basis, the percentage of those days exceeding State standards relative to the number of observation days is indicated.

NM - Pollutant not monitored.

Source: California Air Quality Data, Volumes XVI (1984), XVII (1985), and XVIII (1986), California Air Resources Board.

Archaeological Resources

Within the Indian Wells planning area, a number of archaeological sites substantiate that the Indian Wells area was inhabited by earlier cultures. Found in these sites were artifacts of earlier inhabitants. The archaeological sites include but are not limited to RIV-64, RIV-1315, RIV-1754, RIV-2934, RIV-2935.

Believed to have existed in the Indian Wells area is the Cahuilla historic village, Kavinish. The village, "Pal Kavinish," was located at two major Indian trails' intersections as noted on 1868 United States Army map. RIV-64 is believed to be the village center with other smaller, surrounding support locations.

The Coachella Valley Master Environmental Assessment (MEA) maps archaeological sites and trails (based on the University of California, Riverside and the County of Riverside Planning Department data). The sites and trails are illustrated in Figure COS-7. The mapped sites include a one quarter mile envelope to preclude disturbance of the site.

In addition to the MEA, the County of Riverside Comprehensive General Plan (1986) has classified the Coachella Valley in accordance with probable, identifiable, archaeological resources. High, moderate and low classifications have been assigned and mapped for the unincorporated areas of Riverside County. A high probability of prehistoric resources exist in the following two areas of Indian Wells:

- east of Elkhorn Trail, north of Highway 111
- south and west of the City of Indian Wells (adjacent to Hidden Valley)

Energy Resources

The full impact of the energy situation is now being realized as energy costs continue to increase. With the sun nearly always available, the desert climate of the Coachella Valley offers its residents excellent opportunity for solar energy utilization. The Energy Conservation Project conducted for the City of Indio estimates a potential 50% reduction in energy consumption through implementation of energy conserving design standards. In addition, conservation measures targeted at reducing water consumption and recycling solid and liquid waste would significantly increase the energy efficiency of the City. The potential for clean, renewable energy is high, and should be encouraged.

III. ISSUES SUMMARY

In order to identify appropriate policies for the conservation of resources in Indian Wells, the following issues have been identified.

- ° While the hillside areas to the south of the City will remain predominantly in their natural state, development pressures within the City's urban area will result in the loss of open space resources, including numerous date palm groves and areas containing sensitive biological habitat.
- ° Development siting often does not respect the aesthetic value of open space areas, and can disturb public viewsheds.
- ° Air quality degradation in the City is largely a result of smog blown in from the Los Angeles basin, minimizing the success of local efforts to improve air quality.
- ° Increased development will result in increased consumption of precious resources such as water and energy.
- ° Without adequate mitigation measures, new development may threaten known and potential archaeological resources.

IV. GOALS AND POLICIES

Development pressures in the City will result in the loss of open space areas and the endangerment of natural resources. It will be the City's responsibility to maintain a balance between development and preservation of the natural environment. The following goals and policies reflect the City's commitment to the conservation of open space and management of natural resources.

GOAL 1: Establish a network of greenbelts and open space amenities which enhance the open space character of the City, and serve the needs of residents.

POLICY 1.1: Designate and preserve the City's open space resources, including hillside open space, watercourse open space, golf courses and public parks.

POLICY 1.2: Develop a Hillside Management Ordinance to ensure the environmental integrity of the hillsides is maintained.

POLICY 1.3: Encourage the use of date palm trees in development projects, and preserve existing trees where feasible to do so.

POLICY 1.4: Encourage the creation of family-oriented recreational facilities, and provide for the development of a new public park within the City.

POLICY 1.5: Ensure timely completion of the City's bike/golf cart path system. Encourage projects to incorporate internal path systems which would be linked to the City-wide system.

POLICY 1.6: Coordinate with the Living Desert to provide Indian Wells' residents with improved access to the reserve's nature walks and hiking trails, such as an agreement for free entry on given days.

POLICY 1.7: Encourage open space amenities in private developments, including small water bodies, neighborhood parks, and greenbelt paths and trails.

POLICY 1.8: Locate and site development to preserve views of hillside areas and other scenic vistas.

GOAL 2: Conserve and enhance the City's natural resources, facilitating development in a manner which reflects the characteristics, sensitivities, and constraints of these resources.

POLICY 2.1: Direct development away from areas of sensitive biological habitat, unless effective mitigation measures can be implemented. Prior to the approval of any development proposed in areas of "high ecological sensitivity", the applicant shall prepare a biological impact report. See Figure COS-4).

POLICY 2.2: Preserve areas of riparian vegetation and wildlife habitat along the Whitewater River channel and Deep Canyon Floodway. Notify the State Department of Fish and Game of any proposed alteration to these floodways.

POLICY 2.3: Institute flood plain management techniques, when feasible, such as linear parks, golf courses, and/or open space preservation in lieu of channelization.

POLICY 2.4: Support the preservation of wildlife preserves in the area, including the Living Desert Reserve, the Phillip L. Boyd Deep Canyon Research Center, the State Bighorn Sheep Reserve, and the Fringe-Toed Lizard Preserve.

POLICY 2.5: Require development within the Fringe-Toed Lizard Habitat Conservation Plan boundary to donate \$600/acre for the purchase of a refuge for this endangered species.

POLICY 2.6: Review all public and private development projects in areas of high archaeological/paleontological sensitivity for their potential impact on archaeological/paleontological resources, and require strict adherence to CEQA guidelines for environmental documentation and mitigation measures.

POLICY 2.7: Conserve water resources in the City through use of native and water-efficient landscaping, use of treated effluent for landscaping and irrigation, and installation of water conservation devices in new development and in irrigation systems.

POLICY 2.8: Minimize soil erosion through conservation of native vegetation, use of permeable ground materials, and careful regulation of grading practices.

POLICY 2.9: Initiate local efforts to improve air quality, including a comprehensive ridesharing program and dust control measures, and coordinate with the South Coast Air Basin in implementing strategies proposed in the Air Quality Management Plan to improve regional air quality.

POLICY 2.10: Permit the use of solar panels to maximize energy efficiency provided the panels are screened from public view in accordance with the City's design guidelines.

Safety Element

City of Indian Wells

Safety Element

I. INTRODUCTION

Through the requirement of the Safety Element, State government has placed responsibility on the local entity for the evaluation of natural and man-induced hazards, and the formulation of programs to reduce risks associated with such hazards. By using the Safety Element as a tool, localities are to protect their citizens' health, safety and welfare.

Certain natural disasters, such as blowsand and flooding, cannot be entirely handled on the local level, and must be considered within a regional context. In light of this, the City must join its efforts with other localities in the region.

Purpose of Element

This element's specific focus is the reduction and/or prevention of injuries, loss of life, property damage, and economic and social disruption due to fires, floods, seismic activities, and other natural disasters. The Safety Element serves the following three key functions:

- Provide a framework by which safety considerations are introduced into the planning and development process;
- Identify and evaluate natural hazards; and
- Establish goals and policies which minimize potential adverse effects related to natural hazards.

Relationship to Other Elements

The Safety Element is related to all elements of the General Plan. The Conservation/Open Space Element provides for the protection of the area's natural resources, whereas the Safety Element tries to minimize the damage caused by these resources in the event of a natural disaster. Because of the need for safe and efficient use of streets, and traffic routes for emergency evacuation, a relationship exists between the Circulation and Safety Elements. The Noise Element sets forth policies to ensure safe noise levels are maintained in the City, and the Public Services and Facilities Element ensures that adequate emergency service are that available in case of a disaster. The Housing and Land Use Elements ensure that structures are of standard design and building materials, and are not subject to undue hazard based on their siting.

II. SUMMARY OF EXISTING SAFETY HAZARDS

Blowsand Hazard

The phenomenon of blowing sand is the natural physical interaction of sand and wind, as influenced by the environmental setting. Human elements which affect this problem involve alteration of drainage patterns, major construction activities, development phases of large development and general disruption of natural vegetation and soil crust. Although blowsand affects all of Indian Wells, the most severe blowing problem exists in the northern reaches of the City.

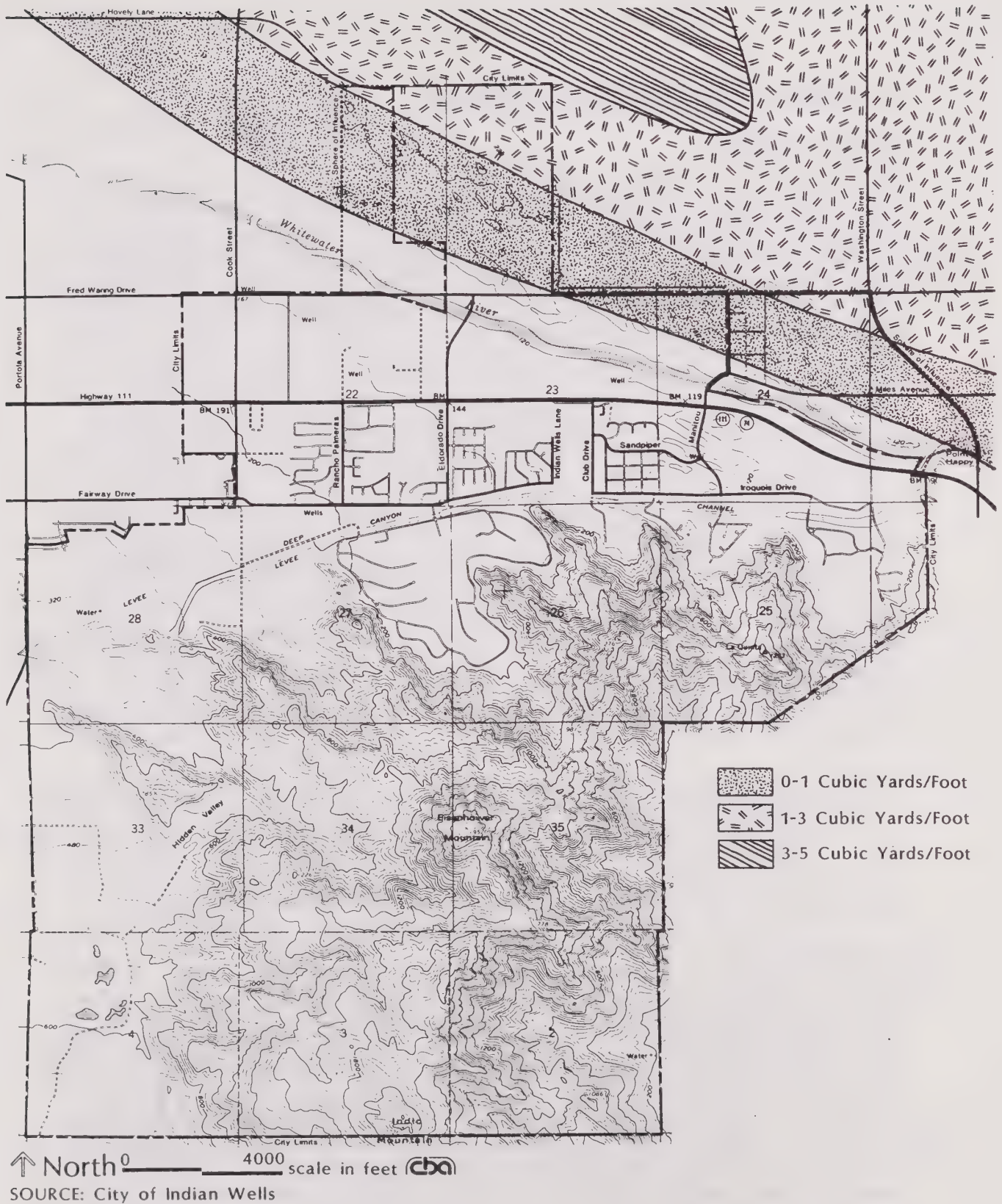
Blowsand presents two public health and safety concerns: 1) respiratory ailments due to high levels of particulate matter in the air, and 2) automobile accidents brought on by reduced visibility during severe sandstorms. Blowsand can also lead to significant property damage and property maintenance costs. Damages sustained as a direct result of blowing sand can include injuries to automobiles by sandblasting of glass and painted surfaces; harm to real estate directly related to sand movement and accumulation; destruction of surfaces and equipment; and increased maintenance costs along roadways and railroads as a result of sand accumulation.

The Coachella Valley Association of Government's 1977 Blowsand Control and Protection Plan defines blowsand activity zones in the valley. Figure S-1 depicts these zones for the City, with the faster the blowsand rate, the more severe the hazard. This map is not an indicator of blowsand activity at specific sites, as upwind structures will affect the blowsand rate.

Blowsand control devices include walls, vegetative barriers, screens, fences, vegetative ground covers, temporary and permanent ground covers, soils stabilizers and water techniques. Vegetative planting has been the most extensive blowsand control method to date as it is one of the more economic and visually attractive methods of protection. Planting is generally of two types: groundcovers and large shrubs and trees.

Flood Hazard

Indian Wells, and the entire Coachella Valley, is subject to intense storms of short duration which result in substantial runoff, or "flash floods." Damage occurs as a result of runoff from storms passing through the adjacent mountain ranges and from storms over the valley floor. The steep gradient of the southern mountain ranges accelerates the runoff flowing in the intermittent streams that drain the mountain watersheds. Historical records from the U.S. Army Corps of Engineers indicate that a large winter flood has occurred at least one or more times during almost every 10-year period since 1825. The last major flood in the area occurred in September 1976, causing an estimated \$2,600,000 in damages to the City of Indian Wells.



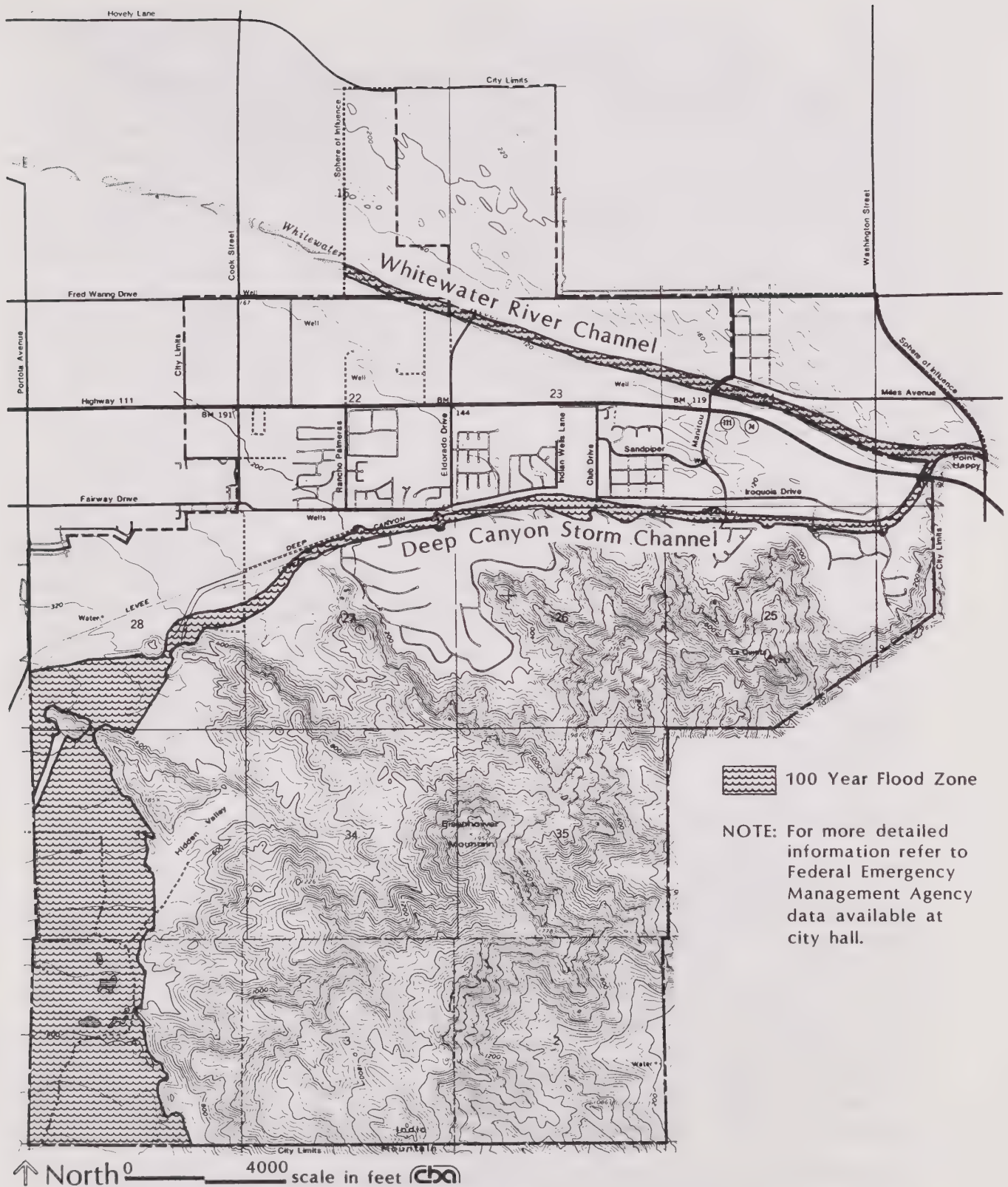
The City of Indian Wells is a member of the Federal Emergency Management Area (FEMA) Flood Insurance Program. This qualifies the City for Federal Flood Insurance and requires that flood hazard mapping be prepared for the insured area. The City of Indian Wells Planning Department has detailed maps showing the extent of 100-year and 500-year flood boundaries. Federally regulated 100-year floodplain restrictions include limitations on construction on the floodway, and restrictions on increasing flood water levels by encroaching into the floodway. Two major flood control channels have been constructed in the City to offer directional flow and confinement of flood waters within 100 year frequency. The Whitewater River Channel collects storm runoff from the western Coachella Valley, whereas the Deep Canyon Storm Channel collects mountain runoffs. Figure S-2 depicts areas subject to 100-year flood hazard, and identifies the City's two flood control channels.

Regional flood control systems are under the jurisdiction of the Coachella Valley Water District. However, it is the responsibility of local government to ensure an adequate drainage system is constructed. The City of Indian Wells has adopted two flood control plans to ensure planning and construction of an adequate drainage system: the Master Drainage Plan for the City of Indian Wells (1979), and Engineering Report on Preliminary Design and Cost Estimates for Flood Control Works for Palm Desert, Rancho Mirage and Indian Wells (1977). The City's Master Drainage Plan provides for subsurface drainage facilities along Highway 111, as well as surface improvements such as the construction of curbs and gutters to provide for flood protection from a storm with return frequency of 100 years. The Flood Control Works report analyzes flooding on a regional level, and suggests major flood control improvements, such as increasing the capacity of flood control channels: most of these improvements have been implemented.

Wildland Fire Hazard

The Indian Wells planning area lies within the Sonoran portion of the Colorado Desert, its dry, barren environment presenting little opportunity for wildland fire. While a portion of the Santa Rosa Mountain Range does encroach into the City, the mountains consist of dry rock outcroppings. The "Hazardous High Fire Areas Map" (1987 update) for Riverside County delineates areas subject to wildland fires. No area has been indicated in Indian Wells, the closest hazardous fire area located approximately eight miles south of the city in the Santa Rosa Mountains. Nonetheless, to minimize any risk of wildland fire, the Zoning Ordinance requires a 100 foot brush reduction area surrounding residential dwellings in the hillsides. Subsequent to brush removal, the area is to be revegetated with fire resistant landscaping.

In terms of the availability of adequate water flows for fire fighting purposes, adequate water capacities exist to accommodate regional growth (see Conservation and Open Space Element - water supply). To address the problem of substandard water mains (with inadequate water pressure) in some of Indian Wells' older developments, the City has initiated a set aside program to upgrade water mains and hydrants by priority. The few remaining areas in need of upgrading should be completed within the next few years.



SOURCE: Federal Emergency Management Agency 1/19/82

The Riverside County Fire Department has indicated that the Indian Wells' street system meets the required minimum road width standards for fire and geologic hazard. The minimum road widths established in the proposed Circulation Element in all cases exceed the minimum standards established by the County.

Hazardous Waste

As there are no heavy industrial uses and limited agriculture in the City, hazardous waste generation is minimal. The State's Material Safety Data Sheet does not show any hazardous waste being shipped from the City. However, businesses such as dry cleaners, printers, photo processors and gas stations do generate low levels of hazardous waste product which are picked up by waste haulers and driven to toxic waste dumps in Casmalia or Kettleman Hill.

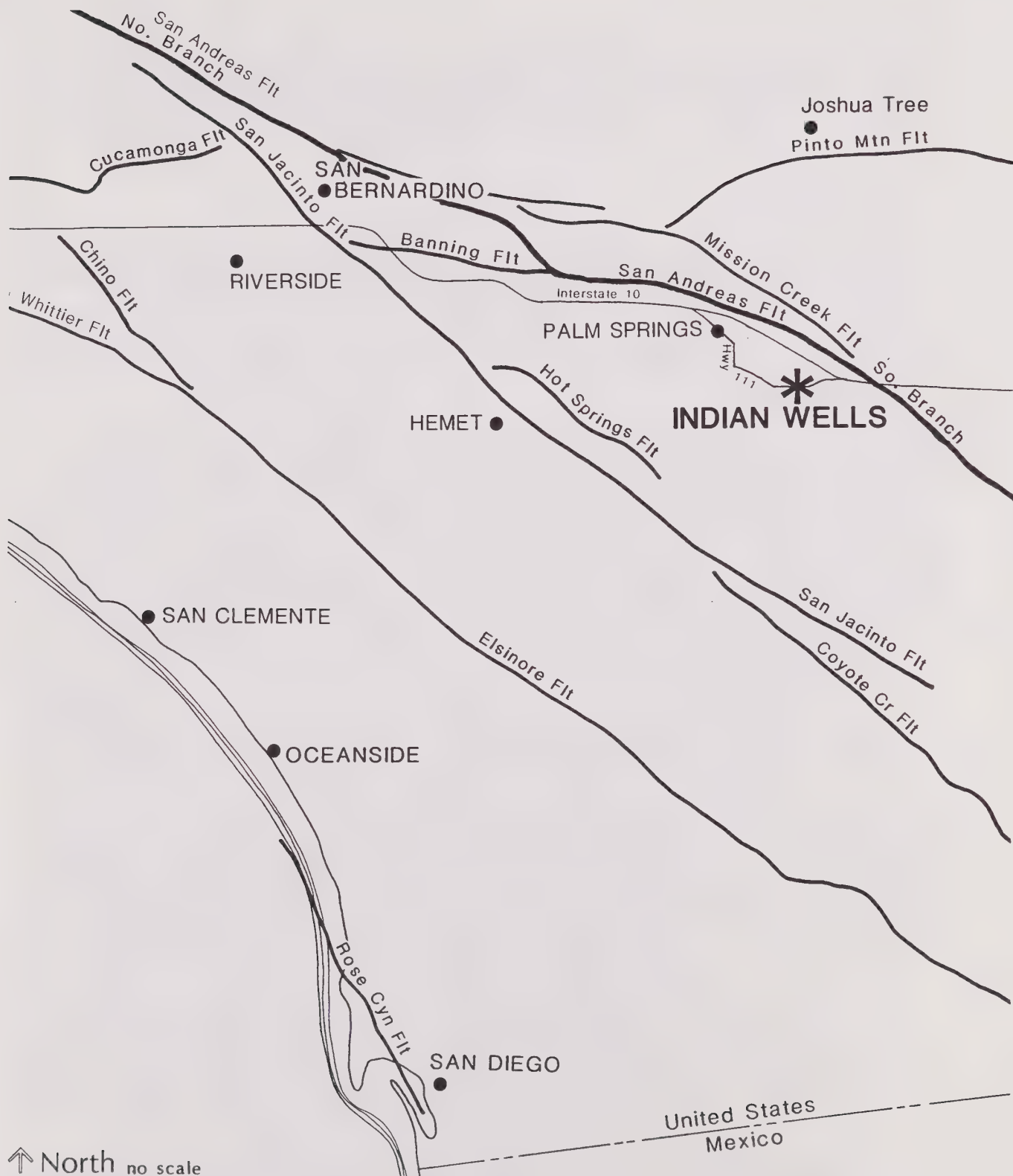
The State now requires counties to develop Hazardous Waste Management Plans to assess the need for additional waste sites, develop siting criteria for new sites, and to develop waste reduction techniques. The County of Riverside is in the process of finalizing its Hazardous Waste Management Plan, and expects it to be approved on September 31, 1988. Senate Bill 477 requires that each city within the county's jurisdiction incorporate the hazardous waste element into its general plan. Cities will retain the option to impose more stringent planning requirements or siting criteria than those in the county plan.

Seismic Hazard

Indian Wells is located in a seismically active region in California. The principal seismic hazards in the City are related to strong ground shaking, subsidence liquefaction, and earthquake-induced landslides.

Strong Ground Shaking: The predominant seismic hazard affecting Indian Wells is the potential of strong ground shaking from two major faults in the region: the San Andreas and San Jacinto (see Figure S-3). These faults are probably capable of generating moderate to large earthquakes. Risk of groundshaking from these faults is analyzed in the Coachella Valley Seismic Safety Element, and can be summarized as follows:

- ° The San Jacinto fault is one of the most active faults in California. It has an established pattern as the source of moderate sized earthquakes every 12 years in the range of magnitude of 6 - 7 at some point along the fault. While activity has been located mostly in southern segments of the fault, activity is predicted to increase on the northern segment in the near future.
- ° An earthquake of a magnitude of 6.5 is considered the most probable event on the San Jacinto fault, but seismic event of about magnitude 7.5 should be considered as a possibility and utilized as a parameter in the design of critical facilities and structures.



SOURCE: California Department of Mines and Geology

City of
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Figure S-3
Regional Faults

- ° The San Andreas fault in the Coachella Valley area exhibits a relatively low level of seismicity. The recurrence interval for a magnitude 6.5 earthquake resulting from slippage along any immediate segment of the fault is approximately 500 years.
- ° Crustal strain along the San Jacinto fault (regional movement less San Jacinto movement) and recent and late pleistocene movement suggests a much more frequent level of local activity. However, if these rates of movement are converted to a theoretical recurrence interval for a magnitude 6.5 earthquake, the difference is only 25 years or less than that of the San Andreas fault recurrence interval.
- ° Data on movement of the San Andreas fault system along its entire length indicates rates of movement in the range of 5 to 8 cm/yr. Only about one-third of this movement can be accounted for along the San Jacinto fault, leaving the San Andreas fault itself about twice as active as the San Jacinto fault.
- ° The San Andreas fault, as it runs through the Coachella Valley area, is generally considered to be part of an active rather than a locked segment of the vault. A "great" earthquake (magnitude 7.8 or more) is, therefore, considered unlikely.

Estimates for expected earthquakes are as follows:

<u>Fault and Earthquake Magnitude Recurrence</u>	<u>Recurrence Interval</u>
San Jacinto fault	
Magnitude 6.5	200 Years
Magnitude 7.5	500 Years
San Andreas fault	
Magnitude 7.5	50-150 Years

Figure S-4 depicts seismic response zones in Indian Wells based upon the San Andreas and San Jacinto fault systems as the principal sources of strong ground shaking. Seismic response zones express the level of ground motion that can be anticipated as a result of earthquakes on the principal fault systems affecting the City. Characteristics of each seismic zone are represented by a response spectrum, which translates ground motion into displacement (inches), determines velocity (inches per second) and identifies acceleration (inches per second expressed as a percent of the acceleration of gravity). These seismic zones have been derived from: 1) distance from the source of an earthquake; and 2) geographic differentiation of soil and bedrock conditions. Based on distance from known fault systems, lands designated in Figure S-4 as Zone IV are more

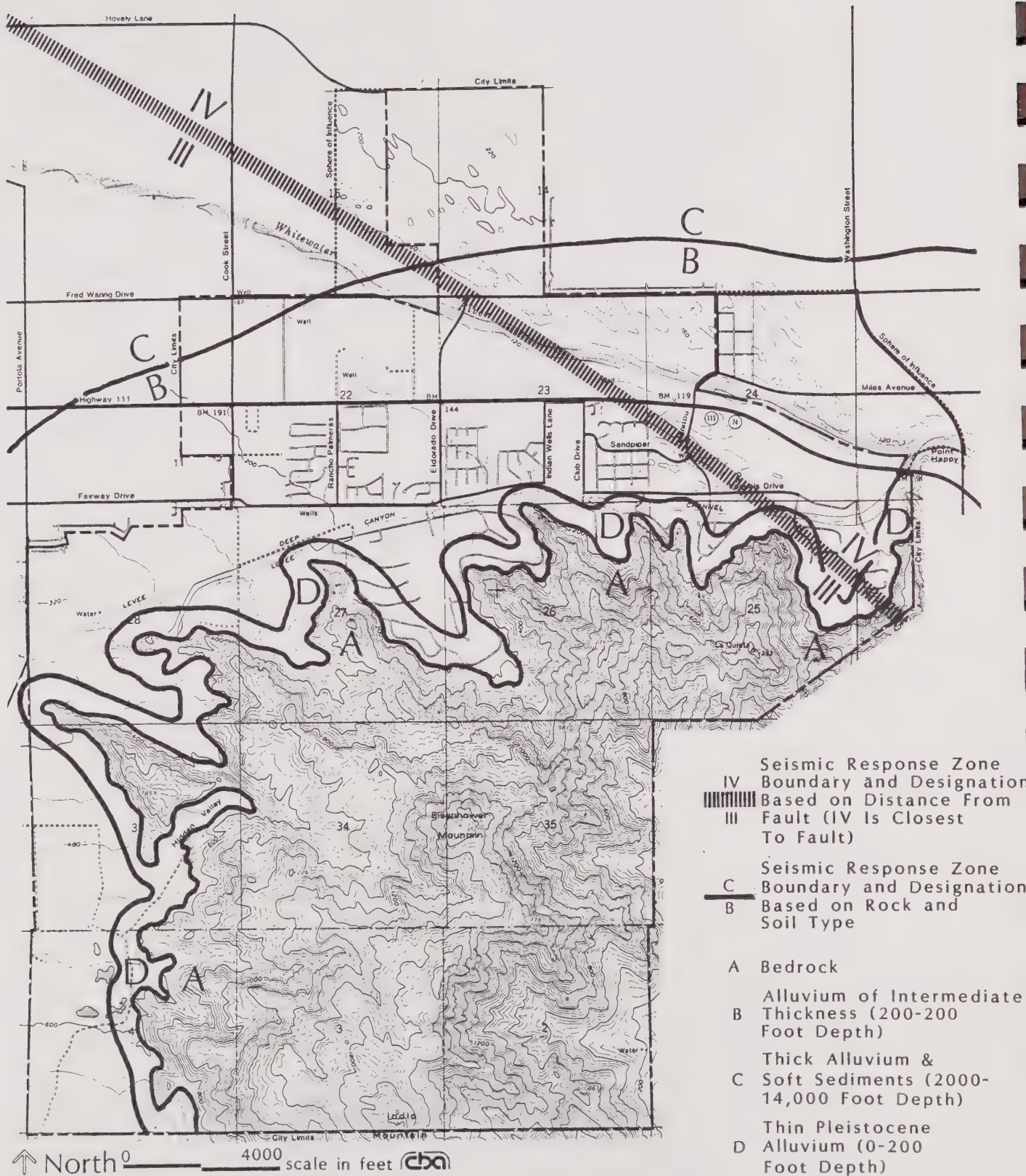
INDIAN WELLS GENERAL PLAN

April, 1989

Prepared by:

Cotton/Beland/Associates, Inc.
1028 North Lake Avenue, Suite 107
Pasadena, California 91104

in association with
Castenada & Associates
Weston Pringle & Associates



SOURCE: City of Indian Wells

City of
Indian Wells
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Figure S-4
 Seismic Response Zones

susceptable to groundshaking than are lands in Zone III. The intensity of earthquake shaking will also be affected by the thickness of alluvial and sedimentary cover overlying hard bedrocks. Areas designated as "C" on Figure S-4 represent an alluvium depth of between 2,000-14,000 feet, whereas lands designated as "B" are of intermediate thickness, ranging from 200-2,000 feet in depth. In the steep mountain areas, hard bedrocks of igneous and metamorphic types are designated "A", and the thin pleistocene alluvium of the Whitewater River Channel is designated "D".

Subsidence: Subsidence of the ground surface is generally caused by the withdrawal of groundwater and/or hydrocarbons. Subsidence can affect structures sensitive to slight changes in elevation or slope such as highways, canals, pipelines, sewers and railroads. Smaller buildings within a uniform subsidence area will probably not sustain damage unless differential subsidence should occur.

Soils in Indian Wells consist of alluvium underlying the flatland portions of the City, alongside thinner residual and locally derived soils in the mountainous areas. The ground's upper few feet is often loose and poorly compacted, generally requiring removal and recompaction for heavy structures. Differential subsidence should not be a problem, provided normal soils engineering precautions are taken prior to development.

Liquefaction: Liquefaction is a process whereby strong earthquake shaking causes sediment layers that are saturated with groundwater to lose strength and behave as a fluid. This subsurface process can result in near-surface or surface ground failures, leading to property damaged and structural failure. Liquefaction normally occurs only in areas where the groundwater is less than 30 feet from the surface, and where the soils are composed of poorly consolidated fine sand.

Review of Coachella Valley Water District records and California Department of Water Resources (1964) maps indicates that groundwater levels in the Indian Wells area are, and have been, at 100 feet or lower for many years. Considering the growing demand for water in the Coachella Valley area, it is extremely unlikely that water levels will rise to a depth where liquefaction would become a hazard in Indian Wells.

Landslides: A strong earthquake could trigger landslides on the steeper slopes in the mountainous regions of the City. However, the primary factor in landslides is the unstable earth mass itself. The bedrock beneath slopes steep enough to be involved in significant landsliding in Indian Wells is generally limited to hard igneous and metamorphic type rock. Such materials do not tend to be prone to landsliding. The prevalence of relatively strong rock makes the Indian Wells area one that is relatively free of significant landslides. Rockfall hazard is however present, common on the steeper rocky slopes in the south area of the City and along the steeper toes of slopes.

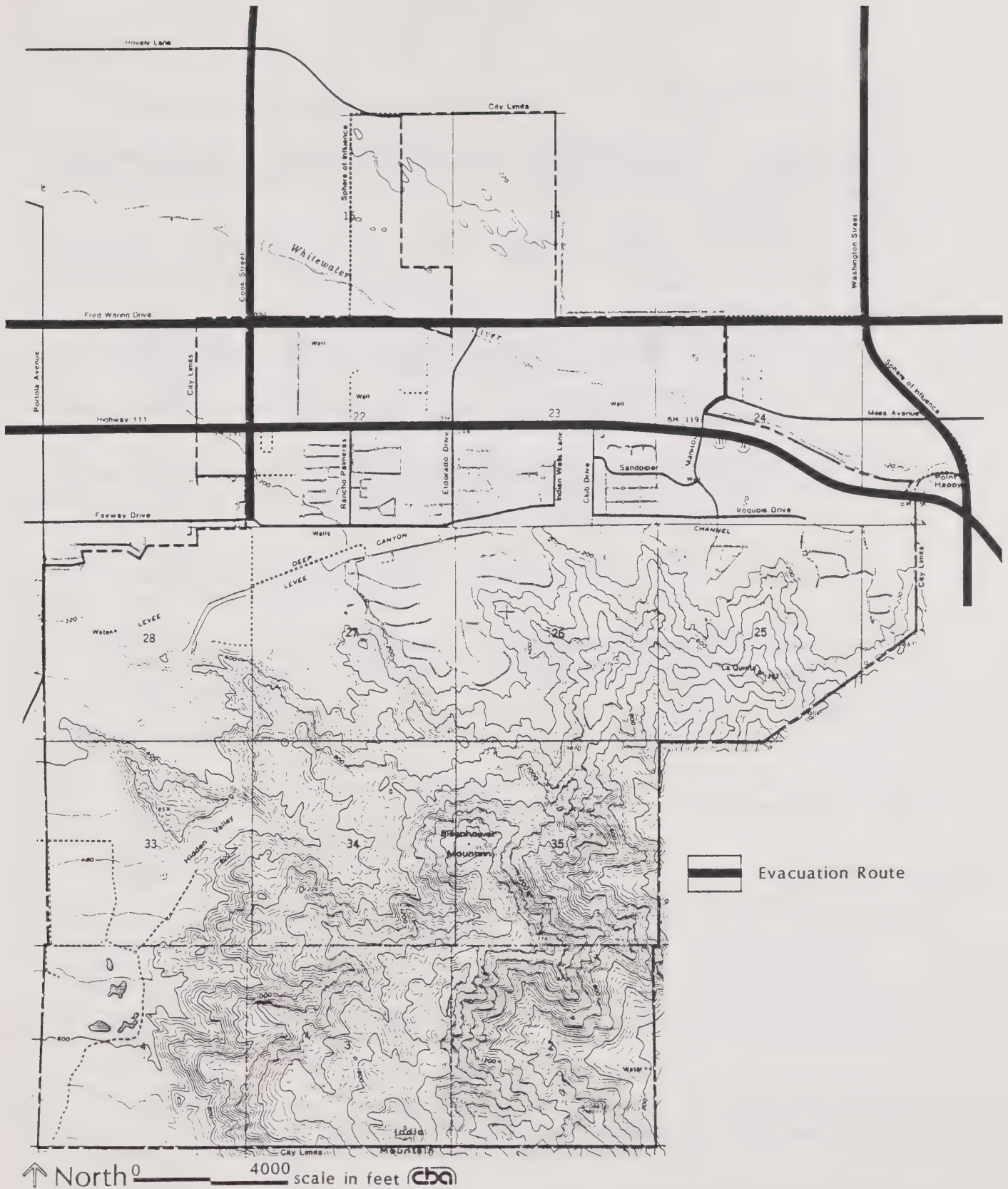
An assessment of the landslide or rockfall hazard at any particular site requires a detailed study of the site and the nature of any proposed terrain modifications. Geologic and soils engineering investigations should be required for developments in or adjacent to hillside terrains.

Emergency Preparedness

Indian Wells is under contract with Riverside County for disaster preparedness planning. The County has recently updated (November 1988) the Multi-Hazard Functional Plan, which serves as the emergency plan for the entire county. In cooperation with CVAG's public safety committee, the County is currently developing an area-wide operational checklist by priority. Items which will be identified as part of this list include: 1) emergency transportation routes; 2) standardized map of critical facilities location; 3) potential communications breakdowns; and 4) establishment of logistical needs.

Effective response to a disaster, or warning of disaster, is essential to life saving and the reduction of property damage. Adequate emergency evacuation routes from the City are vital; Figure S-5 delineates the City's primary emergency evacuation routes. Cook and Washington Streets serve as the City's major north/south emergency evacuation routes, and Highway 111 and Fred Waring Drive serve as the major east/west access ways. Though Cook Street and Fred Waring Drive are currently subject to flooding, Safety Element policies call for the construction of all-weather crossings at their intersection with the Whitewater River Channel. Upon the eventual development of Sunterra, Avenue 42 may also be designated an emergency evacuation route.

Effective disaster preparedness will require the concerted efforts of City, County and State agencies, residents and the business community. Not only must effective plans and procedures be in effect, but those plans should be tested and improved through frequent disaster exercises.



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Figure S-5
 Emergency Evacuation Routes

III. ISSUES SUMMARY

The potential hazards affecting Indian Wells lead to a series of policy issues that need to be considered in the Safety Element of the General Plan. These issues include the following:

- ° The City lies within a region subject to blowsand hazard. Severe sandstorms can result in poor air quality, impaired visibility, and damage to property.
- ° The entire Coachella Valley is subject to flash flooding, particularly impacting development adjacent to hillside areas.
- ° Indian Wells is subject to moderate to strong ground shaking from a number of seismic sources in the region.
- ° In the event of an earthquake, unacceptable risks to public health and safety can occur where sufficient standards are not incorporated into the design of critical facilities.

IV. GOALS AND POLICIES

The following goals and policies provide the framework for reducing the social and economic disruptions caused by the effects of natural hazards.

GOAL 1: Reduce damage to life and property from natural hazards to the greatest extent possible.

POLICY 1.1: Require new development to conform with the City's blowsand control ordinance as a condition of issuance of grading permits. Evaluate the need for permanent control devices in particularly windy areas to be installed prior to project grading.

POLICY 1.2: Require construction sites, and trucks hauling dirt to and from the sites, to be sprayed and watered sufficiently to suppress dust.

POLICY 1.3: Maintain adequate flood flow capacity in the Whitewater and Deep Canyon flood control channels to prevent area flooding from anticipated maximum flood flows.

POLICY 1.4: Develop specific standards which apply to development located within the 100-Year Floodplain and in flashflood areas to mitigate flood hazard, and require review and approval of development adjacent to flood control facilities by the Coachella Valley Water District.

POLICY 1.5: Develop a comprehensive fire plan which forecasts future personnel and equipment needs, and require new development pay its pro rata share of the cost fire services.

POLICY 1.6: Enforce existing ordinances regulating the use/manufacture/sale/transport/disposal of hazardous substances, and adopt the Riverside County Hazardous Waste Management Plan for the City when it becomes certified.

GOAL 2: Reduce damage to life and property resulting from seismic and seismic-induced hazards to the greatest extent possible.

POLICY 2.1: Adopt and maintain high standards for seismic performance of buildings, through prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code.

POLICY 2.2: Develop a structural hazards reduction program (per Section 8875 of the Government Code) for the upgrading of seismically hazardous buildings.

POLICY 2.3: Determine the liquefaction potential at a site prior to development, and require specific mitigation to be incorporated into the foundation design.

POLICY 2.4: Require geologic and soils engineering studies for developments in or adjacent to hillsides to assure safety from potential landslides.

POLICY 2.5: Require development adjacent to hillside areas to minimize the potential hazard of falling rocks through project design.

GOAL 3: Provide effective emergency response in a disaster, for life saving and the reduction of property damage, and enhance emergency preparedness through community education and self-help programs.

POLICY 3.1: Require emergency preparedness to be the combined responsibility of the City, in conjunction with the County, CVAG, and the State, as well as City residents and the business community.

POLICY 3.2: Cooperate with the County of Riverside and with CVAG in developing an area-wide emergency operations checklist.

POLICY 3.3: Require emergency response planning with any new development, and make such practices available to interested citizens.

POLICY 3.4: Coordinate with CVAG and other communities in the Valley to distribute periodic safety publications to inform citizens of available protective services.

POLICY 3.5: Maintain at least two east-west and two north-south primary (or major) arterials to ensure adequate emergency evacuation routes in the City.

POLICY 3.6: Initiate programs to construct bridge improvements to the Cook Street channel crossing to permit ingress and egress during periods of high flooding. Encourage and support the widening of the Washington Street bridge at the Whitewater River Channel.

POLICY 3.7: Investigate the feasibility of developing all weather crossings of the Whitewater River Channel at: 1) Eldorado Drive, 2) Fred Waring Drive, and 3) Miles Avenue.

Public Services and Facilities Element

City of Indian Wells

Public Services and Facilities Element

I. INTRODUCTION

Public services and facilities follow rather than lead development. The location and timing of development plays a significant role in public service and facility planning. It is important that jurisdictions ensure an adequate level of public services to meet the need of residents, whether these services are provided through public or private sources.

In developing a general plan for a community, it is important that public facilities be planned in a manner which, first, fulfills the needs and desires of the residents. Secondly, public facilities planning should respond to the pace and location of residential and commercial development according to the City's financial resources and funding policies.

Purpose of Element

The intent of this element is to discuss the present and future capacities of public facilities and services. Additionally, its purpose is to anticipate and plan for the social effects and implications of physical development.

The Public Services and Facilities element serves the following three functions:

- Provide for a coordinated system of public facilities and services;
- Assure the efficient use of available resources to meet local needs; and
- Establish goals and policies which guide public facilities planning and development.

The City's aim is to develop a well integrated system of public services. Because of the small size of the community, the emphasis is on a localized program through a central facility. The intent is to allow ease of access to public services while maintaining cost effectiveness; the policies within this element address this goal.

New development is the major source of additional service demands. With the adoption of this General Plan, it is the City's intent to ensure that the financial participation of developers wholly absorbs increased service demands generated by development.

Relationship to Other Elements

All elements of the General Plan are, to a degree, related and interdependent. They provide the policy framework to direct the development necessary to serve people and their activities within a given jurisdiction. Other general plan elements actually provide the direction concerning location, nature and timing of public services and facilities.

The Land Use Element indicates possible sites for future public facilities such as the civic center, police and fire stations. Since the location of these and other facilities are dependent upon future growth areas, the Land Use Element plays a significant role in the decision-making process relative to public facilities. The Housing Element provides essential social and economic data which assists in determining the public service needs of the community. Finally, the environmental elements (Noise, Safety and Conservation/Open Space) provide important information regarding the environmental constraints of locating public facilities in certain areas of the city.

II. EXISTING PUBLIC FACILITIES

The following section provides background information on public services and facilities in Indian Wells. Its purpose is to describe existing public services, and to identify current and projected deficiencies to be addressed by policy.

Libraries

There are two branches of the Riverside Public Library/Riverside County Free Library system serving the planning area. The Palm Desert Library, constructed in 1962, has approximately 21,000 volumes in its collection. The Palm Desert County Club branch contains approximately 3,400 volumes. In addition to their regular book lending services, the branches provide regularly scheduled educational programs, films, phonograph record circulation, photocopy service and school visits. The level of service at these two libraries is considered adequate to meet the needs of Indian Wells' residents.

The proposed Palm Desert civic center will include the construction of a third library in Palm Desert. In addition, the City of Indian Wells library committee is currently working on plans for a library within the City limits. However, funding for the proposed city library has not yet been arranged.

Hospitals

Both the private and the public sectors are involved in the planning of health facilities. Within the Coachella Valley, several private facilities serve Indian Wells' residents. Eisenhower Medical Center in Rancho Mirage, Desert Hospital in Palm Springs and Indio Community Hospital provide the most extensive service at the local level.

In addition to these privately-owned facilities, the Riverside County Health Department operates various health programs. Most of the continuing community personal health and mental health services for the desert area are located in County facilities in Indio. Personal health services include crippled children services, health education, cancer screening, family planning, tuberculosis and venereal disease control. Other services include a mental health clinic, the Desert Community Drug Team and the Desert Methadone Treatment Program.

Educational Facilities

The City of Indian Wells is part of the Desert Sands Unified School District. Schools which serve the planning area include George Washington School (grades Kindergarten, 1 and 2) located at 45-678 Portola Avenue in Palm Desert; Lincoln School (grades 3 through 5) located at 74-100 Rutledge Way in Palm Desert; Palm Desert Middle School (grades 6 through 8) located at 74-200 Rutledge Way in Palm Desert; Indio High School

located in Indio; and the new Palm Desert High School at Cook Street which opened in September of 1986.¹ Total enrollment figures for these schools are shown in Table PS-1. Approximately 184 Indian Wells residents attended these schools during the 1987-1988 term.

TABLE PS-1
SCHOOL ENROLLMENT
1987

School	October 1987 Enrollment	Planned Capacity* Level
George Washington School (K-2)	722	581
Lincoln School (3-5)	742	599
Palm Dessert Middle School	842	722
Indio High School	2,026	1,936
Palm Desert High School	956	927

*Additional units are accommodated through the use of portable classrooms.
Source: Desert Sands Unified School District, Financial Plan for School Facilities

While the City currently contains a large number of elderly households and households without children, changing demographics in the City may suggest an increasing proportion of households with school-age children, further compounding school overcrowding. (See the Housing Element for additional information on the age structure of the City's resident population.) New residential developments being constructed within the school district, which extends from Palm Desert to Indio, are taxing the existing physical facilities. Future physical expansion will be necessary, with funding available through mandatory development fees earmarked for new school facilities. Future sites that are being considered include the Palm Desert County Club and La Quinta areas for elementary schools. The School District opened Palm Desert High School in 1986, which has served to alleviate overcrowding at Indio High School.

(1) It should be noted that several private religious schools in the area also serve school-age children in Indian Wells. It is estimated that an additional 65 Indian Wells children attend these schools.

To meet short run expansion needs, the District will add portable buildings to existing facilities. Over the long run, when the school district can no longer add portables and funding for new facilities is not available, double sessions and year-round school may be instituted.

Civic Center

Located at Highway 111 and El Dorado Drive, the six-acre civic center site houses City Hall and Riverside County Sheriff and Fire substations. There are also plans to construct a corporate yard to house and maintain City equipment and maintenance personnel. A stand of date palms has been preserved in front of City Hall, and has recently been dedicated as the City's first park, Indian Wells Date Palm Preserve.

Police Protection

Police protection is provided by the Riverside County Sheriff's Department under contract with the City. The Sheriff's Department provides protective response services and investigatory services in criminal cases in addition to patrol services in ungated areas.

A contract for law enforcement services can be written for any level of service desired by the City. The present agreement between the City and the Sheriff's Department is for one police officer on a 16 hour/day basis (6AM-2PM and 4PM-12AM) and a 24-hour community service officer to continually patrol the City.¹ This level of service has resulted in a 40% decrease in reported crimes in 1987 from the previous year when contracted levels of service were lower and improved average response times to five minutes for emergency calls.

In addition to police protection services provided by the Sheriff's Department, most private, gated development projects have hired private internal security services for their residents. These forces work in conjunction with the Sheriff's Department.

Crime rates are relatively low in the City, and few serious crimes involving bodily injury are committed. In 1987, 552 calls were made for police services, with 475 actual criminal occurrences. The majority of crimes in the City are related to burglary, petty theft, driving under the influence, and disturbing the peace.

Fire Protection

The Riverside County Department of Fire Protection provides fire services in Indian Wells under contract with the City. A fire substation is presently located in the City's civic center. The station currently houses one 1250 g.p.m. fire engine, which will be supplemented with an additional engine and several new personnel over the next few years.

¹ Law enforcement services will be increased as of fiscal year 1988-89 to one police and one community service officer 24 hours/day.

The City has initiated a fire services assessment to provide full time paramedic services to the citizens of Indian Wells. This unit is housed in the fire station and provides no-cost treatment and emergency transportation for City residents. This paramedic unit is presently the only non-private paramedic service in the Coachella Valley.

Average response times in the City are well within the national standard of five minutes. While overall fire hazard is relatively low, several factors exist in the City which could exacerbate the damage caused by fire. Several residential developments in the City have wood shingle roofs, presenting a high risk of conflagration. Where these residences lie along the interface with the mountains, fire risk is heightened. Inadequate water pressure may also be a problem in a few older developments where 6" water mains still exist. The City has initiated a set aside program to upgrade substandard water mains and hydrants by priority. The few remaining areas in need of upgrading should be completed within the next few years.

Water

Water is supplied to Indian Wells by the Coachella Valley Water District (CVWD) from various wells located throughout the City. The water district has developed a recharge program to protect the Valley from groundwater overdraft. As discussed in the Conservation Element, the recharge program has been successful in raising groundwater levels, and future water shortages for the Coachella Valley are not expected.

Sewer Service

Indian Wells sewer services are provided by the Coachella Valley Water District (CVWD). Effluent is transported via sewer lines to the Palm Desert treatment facilities located off Cook Street immediately north of the City limits. According to CVWD officials, the treatment plant currently has an average daily flow of about 5.5 million gallons per day (MGD). The treatment capacity of the facility is 10 MGD.

The Coachella Valley Water District has recently upgraded the capabilities of the existing sewage treatment facility to tertiary treatment. Tertiary treated effluent may be used for landscaping and irrigation needs and is currently being used to irrigate three golf courses in Palm Desert. The Sunterra project in Indian Wells will be the first development in the City to utilize treated effluent for landscape irrigation.

Solid Waste

The City of Indian Wells contracts with Palm Desert Disposal for solid waste collection services. Solid waste generated in the area is disposed of in two County-operated landfills, described in Table PS-2. These municipal solid waste landfills are designated Class III and, therefore, do not accept toxic wastes.

As existing sanitary landfills have sufficient capacity to accommodate solid waste well beyond the next 20 years, no new landfills are currently being planned for the area.

The Riverside County Waste Management Department is undertaking a solid waste recycling program for the County and is encouraging cities within their jurisdiction to develop their own recycling programs. A program which recycles grass clippings and other landscape materials into compost for reuse as fertilizer would be especially appropriate for Indian Wells. A curbside pick-up service for newspapers, glass, aluminum and other recyclable materials could also be beneficial.

TABLE PS-2
SOLID WASTE LANDFILL SITES

Facility	Daily Use (8/87) Tons/Day	Remaining Capacity (8/87) Total Tons	Years Remaining To Reach Capacity
Edom Hill	650	10,000,000	20+ ¹
Coachella Landfill	640	9,000,000	20+

¹While current growth projections would indicate a lifespan well beyond 20 years for both landfills, the County Waste Management Department does not project beyond a 20-year time horizon.

Source: Riverside County Waste Management Department, Engineering staff estimates, August 20, 1987.

Bridges

Bridges in the Indian Wells vicinity provide vital linkage between communities, especially during periods of high flooding. At the present time, two bridges serve City residents, although neither structure is under the City's jurisdiction. The bridge at Washington Street and the Whitewater Channel is outside the City limits and is maintained by the County of Riverside. The second bridge, located at Highway 111 and Deepwater Canyon, is State-owned and operated by the State Department of Transportation.

Additional bridges are needed to improve the efficiency of the Indian Wells circulation network. Two bridges crossing the Whitewater Channel should be constructed at Eldorado Drive, Fred Waring Drive and Miles Avenue as development occurs to the Channel's north. These bridges would be essential transportation facilities for City residents and are needed to ensure ease of access for emergency vehicles during periods of seasonal flooding.

III. ISSUES SUMMARY

The provision of public services and facilities which meet the needs of Indian Wells' residents is essential if a satisfactory quality of life is to be maintained in the City. The following issues will need to be addressed by the City to ensure adequate public services for its citizenry:

- ° The burden of financing public services and facilities has fallen increasingly on local governments, requiring innovative and cost effective methods of financing.
- ° The provision of public services in Indian Wells is subject to potential duplication and overlap as a result of the multiplicity of agencies which provide such services.
- ° The conservation and effective utilization of resources, including water, energy and disposal of sewage and solid waste, are vital to the continued development of the City.

IV. GOALS AND POLICIES

In order to ensure that adequate public facilities and services exist to meet the demands of City residents, there must be a commitment on the part of local officials and officials of those districts providing services to the City to take appropriate action. The following goals and policies are designed to guide planning officials through the implementation of successful public services and facilities.

GOAL 1: Provide public services and facilities which are economical and adequately meet the needs of residents.

POLICY 1.1: Continue to contract with public and private entities for the provision of public services as long as these services are more economical, more accessible, and/or better serve the needs of residents than City-provided services.

POLICY 1.2: Coordinate the planning of future public services and facilities with adjoining cities and County service providers to ensure the efficient delivery of services.

POLICY 1.3: Work with other public agencies in developing multi-functional public service centers in the community.

POLICY 1.4: Develop a comprehensive fire plan which forecasts future personnel and equipment needs.

POLICY 1.5: Continue to upgrade older water mains in the City as needed to ensure adequate water pressure for fire fighting.

POLICY 1.6: Restrict, after appropriate public hearings, the use of fire-prone building materials in areas defined by the Fire Department as presenting high-conflagration risk, and require sprinklers to be installed in all new non-single-family residential construction per the Municipal Fire Code.

POLICY 1.7: Require that development pay its pro rata share of the cost of public service and facility expansion required by that development.

POLICY 1.8: Define benefit-related areas in which appropriate development fees will be established to defray the costs necessary to provide public services to the area.

POLICY 1.9: Require dedication of improvements or fee payments by new development north of the Whitewater Channel for the purpose of new bridge construction.

POLICY 1.10: Periodically survey residents to assess the perceived adequacy of City services and facilities.

POLICY 1.11: Encourage community facilities, such as museums, community centers and family parks, to locate along Highway 111, as provided for in the Highway 111 Specific Plan.

GOAL 2: Encourage the conservation and efficient use of non-renewable resources.

POLICY 2.1: Permit the use of solar panels to maximize energy efficiency provided the panels are screened from public view in accordance with the City's design guidelines.

POLICY 2.2: Require the installation of water conservation devices in new development pursuant to the Uniform Building, Mechanical, and Electrical Codes.

POLICY 2.3: Encourage the use of water efficient landscape materials in new developments.

POLICY 2.4: Encourage water-intensive land uses, such as golf courses, to utilize treated effluent for landscaping and irrigation needs.

POLICY 2.5: The City, in cooperation with regional water purveyors, should initiate a water conservation plan for the reduction of domestic water consumption in new development, such as standards for low-volume flush toilets.

POLICY 2.6: Support economically viable recycling programs to reduce solid waste generation, such as landscape recycling into compost for reuse as fertilizer, and curbside pick-up for recyclable materials.

Noise Element

City of Indian Wells

Noise Element

I. INTRODUCTION

Unlike other hazards faced by Indian Wells residents, such as earthquakes or floods, noise is generated primarily by man's own activities. Thereby, with the increase in human activities, urban residents are experiencing an escalation in outdoor noise levels. Including noise in the planning process, then, is inherent to managing its impact on City residents.

The major source of noise in an urban environment is the transportation system. Railroad mainlines, airports and freeways can adversely impact residential areas far away from the noise source. Traffic on any size street can produce enough noise to be unpleasant in many residential areas. Therefore, as a mandated part of the General Plan, the Noise Element is intended to serve as the City's guide in development matters related to outdoor noise.

Purpose of Element

The purpose of the Noise Element is to outline methods to reduce and control noise, in order to maintain and enhance Indian Wells as a quiet residential community. Although the primary emphasis is on transportation noise, this element will also consider noise generated from non-transportation sources, including construction and various domestic origins.

This element embodies three major considerations:

- ° To provide a guide for the development of the land use element by determining noise compatible land uses.
- ° To identify noise problems and noise sources in the community.
- ° To mitigate, regulate and propose alternatives to noise problems within the City.

Relationship to Other Elements

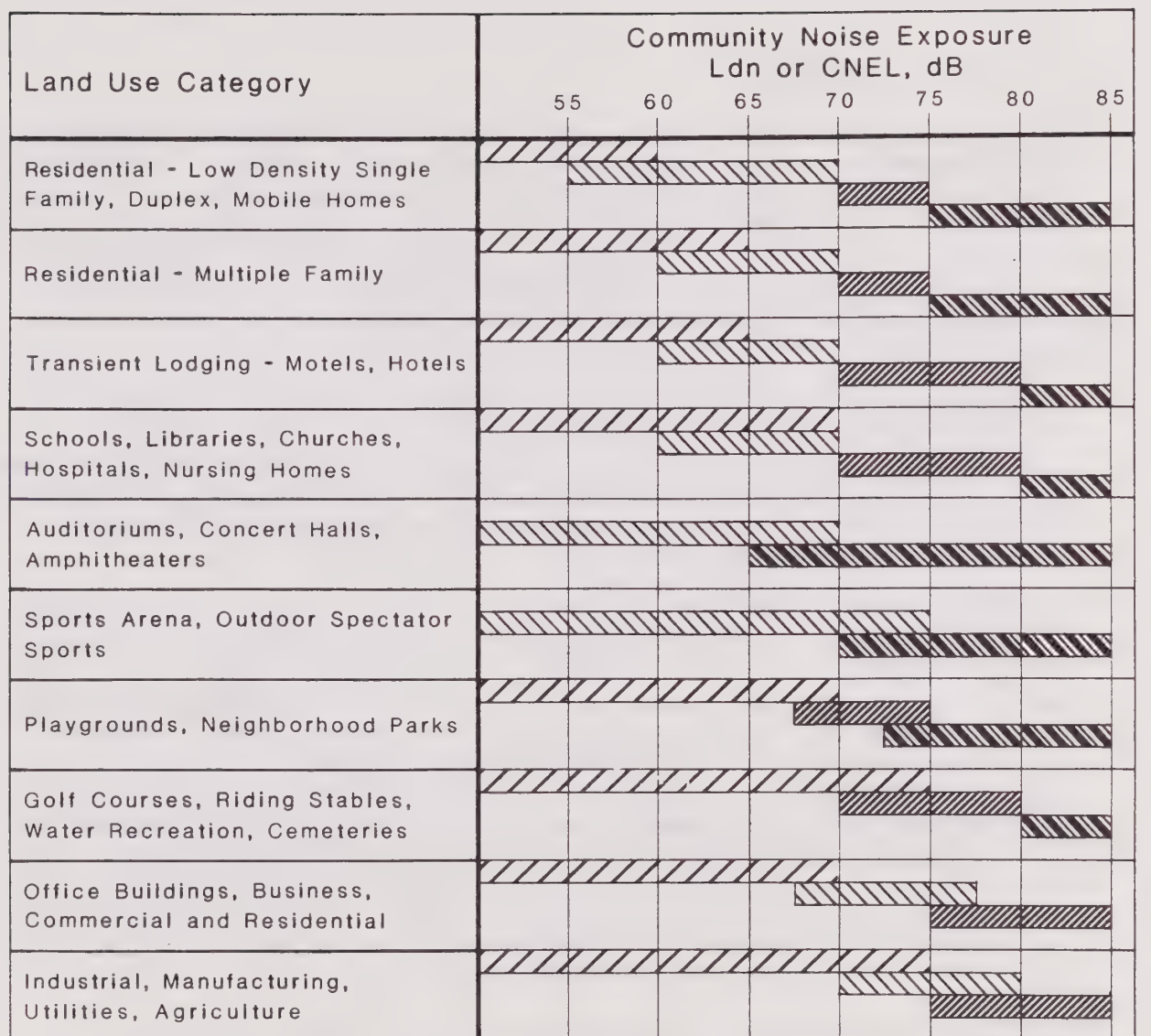
The Noise Element is closely related to the Circulation, Land Use & Housing Elements. The most significant noise sources in the City are roadway corridors, with noise levels varying depending on the number and type of vehicles in operation. Roadway location and classification, as defined by the Circulation Element, will determine the intensity and location of noise in the City. Inseparable from circulation considerations are the locations and types of land uses throughout the City. The location of circulation routes in relation to different land uses is a major determining factor of noise exposure. The high quality residential environment the Housing Element seeks to maintain could be significantly impacted by noise, requiring close coordination between these elements.

II. NOISE MEASUREMENT

The noise environment in Indian Wells results from a number of sources which provide sound as a characteristic of their activity. The effects of the surrounding sound levels on land uses or humans depends on the spatial and temporal distribution of the noise source. Among the effects of noise on people are annoyance, inconvenience, pain, and serious hearing damage. The degree to which there is annoyance and/or activity interference depends on the magnitude of the intruding noise level, frequency with which it occurs, and time of day of occurrence.

The day-night sound level (Ldn) is the measurement of noise exposure preferred by government agencies responsible for establishing noise standards and criteria. The Ldn represents an average of the A-weighted noise levels occurring in a 24-hour period, weighting noise that occurs at night (10 p.m. to 7 a.m.) to account for the greater sensitivity that people have to noise at night.

Noise guidelines have been established by the Department of Housing and Urban Development, and adopted by the State of California, which specify levels of sound consistent with the protection of the public health and welfare, including the prevention of annoyance and discomfort caused by noise. Figure N-1 depicts ranges of noise exposure levels which are considered compatible with the principle categories of land use. Where a land use is denoted as "normally acceptable" for the given Ldn noise environment, the highest noise level in that range should be considered the maximum desirable for construction which does not incorporate any special acoustic treatment. For example, the recommended outdoor noise limits of 60 dB to 65 dB for residential land uses would normally permit attainment of the State recommended interior noise level of 45 dB without any special insulation requirements.




 Normally Acceptable


Specified Land Use is Satisfactory, Based Upon the Assumption that Any Buildings Involved are of Normal Conventional Construction, Without Any Special Noise Insulation Requirements.

 Conditionally Acceptable

New Construction or Development Should be Undertaken Only After a Detailed Analysis of the Noise Reduction Requirement is Made and Needed Noise Insulation Features Included in the Design. Conventional Construction, but with Closed Windows and Fresh Air Supply Systems or Air Conditioning, Will Normally Suffice.

 Normally Unacceptable

New Construction or Development Should Generally be Discouraged. If New Construction or Development Does Proceed, a Detailed Analysis of the Noise Reduction Requirements Must be Made and Needed Noise Insulation Features Included in the Design.

 Clearly Unacceptable

New Construction or Development Should Generally not be Undertaken.

SOURCE: Guidelines for the Preparation and Content of Noise Elements of the General Plan, California Department of Health, Office of Noise Control, February, 1976.

III. EXISTING NOISE ENVIRONMENT

Major sources of noise in Indian Wells are vehicular traffic, railroad operation, construction work, emergency vehicles, aircraft overflights, and human activities. Of these sources, noise generated by vehicular traffic is the most significant in the City. Contour distances of noise levels for current traffic volumes have been calculated along Cook Street, Washington Street, Fred Waring Drive, and Highway 111. The Federal Highway Administration Traffic Noise Model procedures were used to determine Community Noise Equivalent Level (CNEL) contour distances, measured from the centerlines of the respective roadways, associated with CNELs of 65 and 70 dBA. These CNEL contours employ the A-weighted decibel noise descriptor, which represents a frequency correction that correlates overall sound pressure levels with the frequency response of the human ear.¹

The results of the existing 65 and 70 CNEL contours for hard site conditions are generally depicted in Figure N-2; precise distances from the center of the roadway to CNEL contours are summarized in Table N-1. As can be expected, the most extensive exposure to high noise levels (70 dB) occurs along the City's heaviest traveled streets, namely Highway 111

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- (1) To calculate distances of CNEL contours, hourly equivalent noise levels (Leq), which are the sound energy levels averaged over a one-hour period, were calculated from recent Average Daily Traffic (ADT) volumes (Source: Coachella Valley Area Transportation Study, December, 1987. See Figure 202. P.36). The CNEL values are based upon 24 one-hour time weighted Leqs that place greater significance on noise associated with traffic occurring during evening and nighttime hours. The evening Leqs (7 PM to 10 PM) are increased by 5 dBA, while nighttime Leq's (10 PM to 7 AM) are increased by 10 dBA. These day-night weighted CNEL values, correspond to people's sensitivity of noise as a function of time and activity.

Typically, a traffic mix of 97.42% medium-duty trucks, and 0.74% heavy-duty trucks is used for average daily traffic volumes when specific data is unavailable (Source: County of Orange, Environmental Management Agency, Transportation Planning Division). However, in order to more accurately reflect current noise level conditions associated with traffic sources, a traffic mix survey was conducted by Ultrasystems along Highway 111 on October 5, 1988. Based upon this survey, the following traffic mix was identified: 94.7% automobiles; 4.1% medium-duty trucks; and; 1.2% heavy-duty trucks. This traffic mix was used in calculating the noise contours.

It should be understood that the calculated current CNEL contour distances are based on "hard-site" conditions (obstructed, reflective surfaces) and are unattenuated; that is, attenuating (noise-reducing) feature such as walls, berms, trees, and rows of buildings are not integrated into the analysis. Therefore, the resultant contour distances are to be considered as being greater than actual conditions.

and Fred Waring Drive. While a number of existing residential developments are located adjacent to these roadways, they are generally setback far enough from the roadway to lie outside the 70 dB noise contour. Common insulation standards, which generally reduce noise levels from 15 - 20 dB(A), would bring the interior noise levels of these uses into the acceptable range identified by the State Office of Noise Control.

Railroad operation is another potential source of urban noise. However, with the Southern Pacific railroad line located over one mile north of the City, Indian Wells is outside the 3000 foot railroad right-of-way which would necessitate noise mitigation under Federal guidelines. State and Federal noise compatibility standards designate land uses more than 3000 feet from the railway, or more than 500 feet with shielded exposure as "clearly acceptable."

Construction activity related to new development in Indian Wells generates noise levels which may disturb nearby residents. Grading equipment generates the most noticeable noise source. Peak noise levels in the range of 80 to 95 dBA are common on construction sites, with little activity occurring in the evening hours.

Nearby airports include the Palm Springs Municipal, Thermal and Bermuda Dunes. While Indian Wells is a substantial distance from these airports, single-event, peak noise is generated from aircraft overflights. However, this peak event noise is well within the 65 CNEL State Standard.

Numerous other noises related to human activity can disrupt the quietness of an area. Noise-generating uses include car and motorcycle engines, power tools such as leaf blowers, radios, and sporting events. Such activities can usually be controlled through municipal noise standards.

TABLE N-1
EXISTING UNATTENUATED CNEL
CONTOUR DISTANCES
FOR HARD SITE CONDITIONS

Location	Distance To 65 CNEL Contour (ft.)	Distance To 70 CNEL Contour (ft.)
Cook Street (S. of Country Club Dr.; N. of Fred Waring Drive)	48	15
Washington Street (S. of Country Club Dr.; N. of 42nd St.)	67	21
Fred Waring Drive (E. of Cook St.)	85	27
Fred Waring Drive (W. of Washington)	72	22
Highway 111 (E. of Cook St.)	492	155
Highway 111 (W. of Washington)	424	134

Source: Ultrasystems, Inc.

IV. FUTURE NOISE ENVIRONMENT

Future noise problem areas in the City will primarily be related to increased traffic volumes. Development along Highway 111, Eldorado Drive, Fred Waring Drive, and Cook Street will experience the most significant traffic-generated noise impacts. Projected traffic data - including average daily trips, average vehicle speeds, and roadway locations - presented in the Circulation Element can be utilized to calculate future noise levels in Indian Wells. Inputting this traffic data into the Federal Highway Administration (FHWA) Highway Traffic Noise Prediction Model (FHWA-RD-77-108), projected CNEL contours from Fred Waring Drive, Highway 111 and Washington Street can be estimated. Based on the City's landscape requirements and Proposed Highway 111 Specific Plan's generous use of landscape, "soft" site conditions were assumed in developing noise contour calculations.¹

The results of projected 65 and 70 CNEL contours for soft site conditions are generally depicted in Figure N-3; precise distances from the center of the roadway to CNEL contours are summarized in Table N-2. 65 CNEL noise contours range from a near of 120 feet from Highway 111 west of Eldorado Drive, to a far of 142 feet from Fred Waring Drive east of Eldorado Drive. 70 CNEL contours range from a near of 55 feet from Highway 111 west of

TABLE N-2
PROJECTED 2010 CNEL CONTOUR DISTANCES
FOR SOFT SITE CONDITIONS

<u>Roadway Noise Source</u>	<u>Distance from Roadway Centerline to Contour Line (Feet)</u>	
	<u>65 CNEL</u>	<u>70 CNEL</u>
Fred Waring Drive East of Eldorado Drive	142	65
Fred Waring Drive West of Eldorado Drive	137	63
Highway 111 East of Eldorado Drive	128	59
Highway 111 West of Eldorado Drive	120	55
Washington Street	133	61

Source: Ultrasystems, Inc.

- (1) "Soft" site conditions refer to a view of the roadway that is interrupted by isolated buildings, clumps of bushes, scattered trees, or the intervening ground surface is soft or covered with vegetation.

Eldorado Drive, to a far of 65 feet from Fred Waring Drive east of Eldorado Drive. With the use of sound absorbing walls and/or landscaped setbacks along these corridors, exterior noise exposure can attain State and Federal noise standards. Interior noise attenuation techniques such as insulation, building design and orientation site planning can mitigate interior noise to acceptable levels.

V. ISSUES SUMMARY

Indian Wells does not currently experience significant noise conflicts. However, as development and related traffic volumes and noise-generating activities increase, so will potential noise and land use incompatibilities. The following issues will need to be addressed in the Noise Element to mitigate potential noise conflicts.

- ° Several heavily traveled arterials in the City generate "unacceptable" noise levels adjacent to the roadway. With increased distance from the roadway, noise levels become more acceptable. Future residential development along these arterials will need to carefully consider noise contours in their siting of structures.
- ° As the City's major roadways become more traveled, there is the potential for traffic to initiate short-cuts through residential neighborhoods.
- ° Commercial and resort hotel developments located in close proximity to residential land uses may create potential noise conflicts.
- ° Short-term construction projects can cause noise impacts on adjacent residences.
- ° Use of lawn mowers, leaf blowers and other high-noise landscape machinery can be annoying to residents, particularly when used during nighttime or early morning hours.

VI. GOALS AND POLICIES

Existing and future traffic volumes have the potential to increase noise to unacceptable levels in residential and other noise sensitive areas of the City. Similarly, increases in commercial land uses and other noise-generating activities can result in noise spillover into sensitive areas. The following set of policies has been prepared to ensure noise-compatible land use planning in Indian Wells.

GOAL 1: Minimize the impact of traffic-generated noise on residential and other noise sensitive land uses.

POLICY 1.1: Prohibit new or expansion of existing residential development or other noise-sensitive land uses in areas exceeding 65 CNEL unless mitigation measures are incorporated which reduce noise levels to 65 CNEL or less in outdoor activity areas, and 45 CNEL or less in interior living spaces. An acoustical study shall be required on all new residential development which sets forth mitigating measures to attain these standards.

POLICY 1.2: Develop a comprehensive noise ordinance which specifies restrictions and mitigation measures for development in noise-impacted areas.

POLICY 1.3: Adopt a Specific Plan for Highway 111 which establishes special noise attenuation standards to maintain the corridor's quiet residential character. A minimum 55 foot landscaped parkway shall be required along both sides of the corridor, which will be augmented by walls, berms and other structures which will attenuate ambient noise levels.

POLICY 1.4: Truck and large-volume vehicular traffic shall be limited to specific routes and designated hours of travel, as defined by the City Planning Department.

POLICY 1.5: The City shall coordinate with CalTrans to reduce the speed limit on State Highway 111, in concert with synchronized intersections, to reduce noise levels along the corridor.

POLICY 1.6: Discourage through traffic in residential neighborhoods by use of cul-de-sacs and one-way streets.

POLICY 1.7: Encourage employers to participate in vanpools and other demand management programs to reduce traffic and noise impacts in the City.

POLICY 1.8: Provide alternative travel options including bus transit, and bicycle, golf cart and pedestrian paths, to minimize vehicle trips.

GOAL 2: Minimize the impacts of noise-spillover from commercial development and other noise-generating activities.

POLICY 2.1: Prohibit new or expansion of existing noise-generating land uses if resulting noise levels will exceed 65 dB(A) in areas containing residential or other noise-sensitive land uses.

POLICY 2.2: Require that automobile and truck access to commercial properties located adjacent to residential parcels be located at the maximum practical distance from the residential parcel.

POLICY 2.3: Enforce the City's noise ordinance to regulate intermittent noise generators. Construction activities and use of high-noise equipment shall be restricted to the following hours:

° September 15 - May 31

Monday - Friday	7:00 AM - 5:30 PM
Saturday	8:00 AM - 5:00 PM
Sunday and Holidays	not allowed

° June 1 - September 14

Monday - Friday	6:00 AM - 7:00 PM
Saturday	6:00 AM - 5:00 PM
Sunday and Holidays	not allowed

Appendices

City of Indian Wells

Appendix A

Explanation of Intersection Capacity Utilization

APPENDIX A

EXPLANATION OF INTERSECTION CAPACITY UTILIZATION

The capacity of a street is nearly always greater between intersections and less at intersections. The reason for this is that the traffic flows continuously between intersections and only part of the time at intersections. To study intersection capacity, a technique known as Intersection Capacity Utilization (ICU) has been developed. ICU analysis consists of (a) determining the proportion of signal time needed to serve each conflicting movement; (b) summing the times for the movements; and (c) comparing the total time required to the time available. For example, if for north-south traffic the northbound traffic is 1,000 vehicles per hour, the southbound traffic is 800 vehicles per hour, and the capacity of either approach is 2,000 vehicles per hour of green, then the northbound traffic is critical and requires $1,000/2,000$ or 50 percent of the signal time. If for the east-west traffic, 40 percent of the signal time is required, then it can be seen that the ICU is 50 plus 40, or 90 percent. When left-turn phases exist, they are incorporated into the analysis. As ICU's approach 100 percent, the quality of traffic service approaches Level of Service (LOS) E, as defined in the Highway Capacity Manual, Special Report 87, Highway Research Board, 1965.

Level of Service is used to describe quality of traffic flow. Levels of Service A to C operate quite well. Level of Service D is typically the Level of Service for which an urban street is designed. Level of Service E is the maximum volume a facility can accommodate and will result in possible stoppages of momentary duration. Level of Service F occurs when a facility is overloaded and is characterized by stop-and-go traffic with stoppages of long duration. A description of the various levels of service appears on the following page.

The ICU calculations assume that an intersection is signalized and that the signal is ideally timed. Although calculating ICU for an unsignalized intersection is not valid, the presumption is that a signal can be installed and the calculation shows whether the geometrics are capable of accommodating the expected volumes. It is possible to have an ICU well below 1.0, yet have severe traffic congestion. This would occur because one or more movements is not getting enough time to satisfy its demand with excess time existing on other moves.

Capacity is often defined in terms of roadway width. However, standard lanes have approximately the same capacity whether they are 11 foot or 14 foot lanes. Our data indicates a typical lane, whether a through lane or left-turn lane has a capacity of approximately 1600 vehicles per lane per hour of green time. The Highway Capacity Manual found capacity to be about 1500 vehicles per lane per hour of green for through lanes and 1200 vehicles per lane per hour of green for left-turn lanes. However, the capacity manual is based on pre-1965 data, and recent studies and observations show higher capacities in the southern California area. For this study a capacity of 1600 vehicles per lane has been assumed for through traffic, and 1600 vehicles per lane for turning lanes.

APPENDIX A
LEVEL OF SERVICE DESCRIPTIONS

Level of Service		Nominal Range Of ICU (a)
A	Low volumes; high speeds; speed not restricted by other vehicles; all signal cycles clear with no vehicles waiting through more than one signal cycle.	0.00 - 0.60
B	Operating speeds beginning to be affected by other traffic; between one and ten percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.61 - 0.70
C	Operating speeds and maneuverability closely controlled by other traffic; between 11 and 30 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; recommended ideal design standard.	0.71 - 0.80
D	Tolerable operating speeds; 31 to 70 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods; often used as design standard in urban areas.	0.81 - 0.90
E	Capacity; the maximum traffic volumes an intersection can accommodate; restricted speeds; 71 to 100 percent of the signal cycles have one or more vehicles which wait through more than one signal cycle during peak traffic periods.	0.91 - 1.00
F	Long queues of traffic; unstable flow; stoppages of long duration; traffic volume and traffic speed can drop to zero; traffic volume will be less than the volume which occurs at Level of Service E.	Not meaningful

(a) ICU (Intersection Capacity Utilization) at various Levels of Service versus Level of Service E for urban arterial streets.

Appendix B

Intersection Capacity Utilization Analysis

INTERSECTION CAPACITY UTILIZATION ANALYSIS

4:30 - 5:30 PM

INTERSECTION: HIGHWAY 111 / COOK ST

MOVEMENT	EXISTING LANES	PROPOSED LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	PROJECT VOLUME	EXISTING V/C	E+P V/C	E+P V/C W/IMPR
NL	1	1	1600	1600	90	45	0.06	0.08	0.08
NT	2	2	3200	3200	167	83	0.09 *	0.13 *	0.13 *
NR					117	58			
SL	1	1	1600	1600	138	69	0.09 *	0.13 *	0.13 *
ST	2	2	3200	3200	208	104	0.07	0.10	0.10
SR	1	1	1600	1600	156	78	0.10	0.15	0.15
EL	1	2	1600	3200	217	108	0.14	0.20	0.10
ET	2	2	3200	3200	1068	534	0.35	0.53	0.50 *
ER		1		1600	59	29			0.06
WL	1	2	1600	3200	105	52	0.07	0.10	0.05 *
WT	2	2	3200	3200	911	455	0.28	0.43	0.43
WR	1	1	1600	1600	154	77	0.10	0.14	0.14
NORTH/SOUTH CRITICAL SUMS =							0.18	0.26	0.26
EAST/WEST CRITICAL SUMS =							0.42	0.63	0.55
CLEARANCE =							0.05	0.05	0.05
ICU =							0.65	0.94	0.86
LOS =							B	E	D

N=NORTHBOUND,S=SOUTHBOUND,E=EASTBOUND,W=WESTBOUND

L=LEFT,T=THROUGH,R=RIGHT

* DENOTES CRITICAL MOVEMENTS

INTERSECTION CAPACITY UTILIZATION ANALYSIS

7:30 - 8:30 AM

INTERSECTION: HIGHWAY 111 / COOK ST

MOVEMENT	EXISTING LANES	PROPOSED LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	PROJECT VOLUME	EXISTING V/C	E+P V/C	E+P V/C W/IMPR
NL	1	1	1600	1600	35	18	0.02	0.03	0.03
NT	2	2	3200	3200	117	59	0.06 *	0.09 *	0.09 *
NR					73	37			
SL	1	1	1600	1600	133	67	0.08 *	0.13 *	0.13 *
ST	2	2	3200	3200	143	72	0.04	0.07	0.07
SR	1	1	1600	1600	145	73	0.09	0.14	0.14
EL	1	2	1600	3200	141	71	0.09 *	0.13 *	0.07 *
ET	2	2	3200	3200	550	275	0.18	0.27	0.26
ER		1		1600	33	17			0.03
WL	1	2	1600	3200	64	32	0.04	0.06	0.03
WT	2	2	3200	3200	823	412	0.26 *	0.39 *	0.39 *
WR	1	1	1600	1600	163	82	0.10	0.15	0.15
NORTH/SOUTH CRITICAL SUMS =							0.14	0.22	0.22
EAST/WEST CRITICAL SUMS =							0.35	0.52	0.46
CLEARANCE =							0.05	0.05	0.05
ICU =							0.54	0.79	0.73
LOS =							A	C	C

N=NORTHBOUND,S=SOUTHBOUND,E=EASTBOUND,W=WESTBOUND

L=LEFT,T=THROUGH,R=RIGHT

* DENOTES CRITICAL MOVEMENTS

111CAM

INTERSECTION CAPACITY UTILIZATION ANALYSIS

1:00 - 2:00 PM

INTERSECTION: HIGHWAY 111 / COOK ST

MOVEMENT	EXISTING LANES	PROPOSED LANES	EXISTING CAPACITY	PROPOSED CAPACITY	EXISTING VOLUME	PROJECT VOLUME	EXISTING V/C	E+P V/C	E+P V/C W/IMPR
NL	1	1	1600	1600	95	48	0.06	0.09	0.09
NT	2	2	3200	3200	173	87	0.09 *	0.13 *	0.13 *
NR					103	52			
SL	1	1	1600	1600	143	72	0.09 *	0.13 *	0.13 *
ST	2	2	3200	3200	147	74	0.05	0.07	0.07
SR	1	1	1600	1600	178	89	0.11	0.17	0.17
EL	1	2	1600	3200	225	112	0.14 *	0.21 *	0.11 *
ET	2	2	3200	3200	881	440	0.29	0.44	0.41
ER		1		1600	56	28			0.05
WL	1	2	1600	3200	78	39	0.05	0.07	0.04
WT	2	2	3200	3200	896	448	0.28 *	0.42 *	0.42 *
WR	1	1	1600	1600	161	80	0.10	0.15	0.15
NORTH/SOUTH CRITICAL SUMS =							0.18	0.26	0.26
EAST/WEST CRITICAL SUMS =							0.42	0.63	0.53
CLEARANCE =							0.05	0.05	0.05
ICU =							0.65	0.94	0.84
LOS =							B	E	D

N=NORTHBOUND,S=SOUTHBOUND,E=EASTBOUND,W=WESTBOUND
L=LEFT,T=THROUGH,R=RIGHT
* DENOTES CRITICAL MOVEMENTS

Appendix C
Community Attitude Survey

INDIAN WELLS COMMUNITY ATTITUDE SURVEY

June-July 1988

A total of 445 completed survey questionnaires were returned. This response rate yields a confidence interval of $\pm 4\%$ at the .05 level. There is less than one chance in twenty that the sample results tabulated for all respondents will differ by more than four percentage points (plus or minus) from the results that would have been obtained had the entire community responded.

Question No. 1: Length of Residence

Data on length of residence in Indian Wells was available for 438 respondents. The mean length of residence for all households is 7.9 years whereas the median is 4.8 years. The frequency of responses is as follows:

<u>Years</u>	<u>Freq.</u>
Less than 2	82
2 years	36
3 - 5 years	107
6 - 10 years	84
11 - 15 years	65
16 - 20 years	36
More than 20	28
Total	438
No response	7

Question No. 2: Household Size

Data on household size was obtained for 436 households. Median household size is 1.63 persons. The total number of persons in the surveyed households is 1,044. This represents approximately 45% of the total population of the community, though it is unclear what proportion of respondents were seasonal or occasional residents who might not be included in estimates of the city's permanent population. The distribution of household size by frequency of response is as follows:

<u>Size</u>	<u>Freq.</u>
1	40
2	284
3	47
4	39
5	17
6+	9
Total	436
No response	9

Question No. 3: Age of Persons in Household

Data on the age of persons living in each household was included on 434 of the questionnaires. The number of households in the different age categories is as follows:

<u>Age Category</u>	<u>Freq.</u>
Under 18 - At least one person in household is under age 18	67
18 to 54 - Households without children where no one is age 55 or older	66
55 to 64 - Households without children and without anyone over 65 with at least one person between the ages of 55 and 64	127
Over 65 - Households without children where at least one person is age 65 or over	174
Total households	434
No ages available	11

Question No. 4: What Do You Like about Indian Wells

For this open-ended question, variants on the following themes were mentioned by at least 10% of all respondents:

Peace and quiet
 Beauty and views
 Planned development
 Residential character
 Climate
 Safety and security
 Small size

Question No. 5: Appropriate Land Uses Adjacent to Highway 111

Respondents were instructed to select up to 3 land uses that they thought were appropriate adjacent to Highway 11 out of a list of 11 options. Frequency of responses by all households to the eleven options are listed in Table 1. Cultural facilities, very low density single family residences, and low density single family residences were selected by more than 35% of respondents. Senior housing, medium density residential, public parking, and high density residential were selected least often. Only 8 out of 445 questionnaires contained no response to question no. 5.

The most frequent written comments appended to question no. 5 involved the suggestion that "nothing" be located along the highway, a sentiment repeated 19 times. Many of the comments refer to categories that are dealt with in the subsequent three questions such as parks and landscaped spaces.

Responses to question no. 5 were cross-tabulated with length of residence in Indian Wells (Tables 2a and 2b). The overall pattern of responses is similar for all categories of length of residence. Significant variations include strong support for cultural facilities among recent arrivals and somewhat more frequent support for senior housing, medium density housing, and public parking among residents of more than 10 years. The overall level of support for these latter three remains weak even among long term residents.

Responses to question no. 5 were also cross-tabulated with household age categories (Tables 3a and 3b). Families with children are somewhat more likely to support very low and low density housing and somewhat less likely to support office or mixed use development. But overall there is remarkably little difference in the level of support for the various land uses across the age categories.

TABLE 1
 APPROPRIATE LAND USE ADJACENT TO HIGHWAY 111
 QUESTION 5 - ALL RESPONDENTS

LAND USE	FREQ	PERCENT
CULTURAL FACILITIES	195	43.8 %
VERY LOW DEN SNG FAM RES	185	41.6 %
LOW DEN SNG FAM RES	156	35.1 %
OFFICES	100	22.5 %
RESORT COMMERCIAL	91	20.4 %
MIXED USE (COMM/RES)	83	18.7 %
SENIOR HOUSING	53	11.9 %
MEDIUM DENSITY	43	9.7 %
PUBLIC PARKING	15	3.4 %
HIGH DENSITY	1	0.2 %
OTHER	29	6.5 %
NO RESPONSE	8	1.8 %
TOTAL	445	100.0 %

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

TABLE 2A
 APPROPRIATE LAND USE ADJACENT TO HIGHWAY 111
 QUESTION 5 - TABULATED BY LENGTH OF RESIDENCE

FREQUENCY OF HOUSEHOLDS BY LENGTH OF RESIDENCE (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
LAND USE	YEARS: 0-2	3-5	6-10	OVER 10
<hr/>				
CULTURAL FACILITIES	69	43	27	61
VERY LOW DEN SNG FAM	46	49	38	64
LOW DEN SNG FAM RES	45	37	27	52
OFFICES	18	32	18	32
RESORT COMMERCIAL	23	24	17	27
MIXED USE (COMM/RES)	26	21	17	21
SENIOR HOUSING	14	10	7	24
MEDIUM DENSITY	10	10	6	18
PUBLIC PARKING	1	4	2	8
HIGH DENSITY	0	0	1	0
OTHER	11	10	3	5
NO RESPONSE	1	0	4	4
NUMBER OF HOUSEHOLDS	118	107	84	129

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY

TABLE 2B
 APPROPRIATE LAND USE ADJACENT TO HIGHWAY 111
 QUESTION 5 - TABULATED BY LENGTH OF RESIDENCE

PERCENT OF HOUSEHOLDS BY LENGTH OF RESIDENCE (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
LAND USE	YEARS: 0-2	3-5	6-10	OVER 10
<hr/>				
CULTURAL FACILITIES	58.5	40.2	32.1	47.3
VERY LOW DEN SNG FAM	39.0	45.8	45.2	49.6
LOW DEN SNG FAM RES	38.1	34.6	32.1	40.3
OFFICES	15.3	29.9	21.4	24.8
RESORT COMMERCIAL	19.5	22.4	20.2	20.9
MIXED USE (COMM/RES)	22.0	19.6	20.2	16.3
SENIOR HOUSING	11.9	9.3	8.3	18.6
MEDIUM DENSITY	8.5	9.3	7.1	14.0
PUBLIC PARKING	0.8	3.7	2.4	6.2
HIGH DENSITY	0.0	0.0	1.2	0.0
OTHER	9.3	9.3	3.6	3.9
NO RESPONSE	0.8	0.0	4.8	3.1
PERCENT OF HOUSEHOLDS	100.0	100.0	100.0	100.0

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY

TABLE 3A
 APPROPRIATE LAND USE ADJACENT TO HIGHWAY 111
 QUESTION 5 - TABULATED BY HOUSEHOLD AGE CATGEGROY

FREQUENCY OF HOUSEHOLDS BY AGE CATEGORY (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
LAND USE	OVER 65	55-64	18-54	UNDER 18
<hr/>				
CULTURAL FACILITIES	76	56	31	28
VERY LOW DEN SNG FAM	68	55	24	34
LOW DEN SNG FAM RES	62	43	19	30
OFFICES	43	27	19	9
RESORT COMMERCIAL	34	26	16	13
MIXED USE (COMM/RES)	39	23	13	8
SENIOR HOUSING	24	14	8	7
MEDIUM DENSITY	20	9	6	6
PUBLIC PARKING	6	6	1	1
HIGH DENSITY	0	1	0	0
OTHER	6	8	7	8
NO RESPONSE	3	1	0	1
NUMBER OF HOUSEHOLDS	174	127	66	67

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

TABLE 3B
 APPROPRIATE LAND USE ADJACENT TO HIGHWAY 111
 QUESTION 5 - TABULATED BY HOUSEHOLD AGE CATGEGROY

PERCENT OF HOUSEHOLDS BY AGE CATEGORY (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
LAND USE	OVER 65	55-64	18-54	UNDER 18
<hr/>				
CULTURAL FACILITIES	43.7	44.1	47.0	41.8
VERY LOW DEN SNG FAM	39.1	43.3	36.4	50.7
LOW DEN SNG FAM RES	35.6	33.9	28.8	44.8
OFFICES	24.7	21.3	28.8	13.4
RESORT COMMERCIAL	19.5	20.5	24.2	19.4
MIXED USE (COMM/RES)	22.4	18.1	19.7	11.9
SENIOR HOUSING	13.8	11.0	12.1	10.4
MEDIUM DENSITY	11.5	7.1	9.1	9.0
PUBLIC PARKING	3.4	4.7	1.5	1.5
HIGH DENSITY	0.0	0.8	0.0	0.0
OTHER	3.4	6.3	10.6	11.9
NO RESPONSE	1.7	0.8	0.0	1.5
PERCENT OF HOUSEHOLDS	100.0	100.0	100.0	100.0

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

Question 6: Public Facilities of Benefit to Indian Wells

Respondents were instructed to select up to three public facilities from a list of nine that they thought would most benefit Indian Wells (Table 4). A majority of responses indicated support for a library, while support for a rose garden, community center, art center, or national monument ranged from 32% to 21%. Very little support was indicated for either a corporate retreat or corporate headquarters, though that may result from the fact that neither of these seems to represent a "public facility." A total of 52 or 11 percent of the surveys expressed no preference on question no. 6.

Comments added to question no. 6 most often involved support for a park (19 responses), a facility included in question no. 7. In addition, 16 respondents expressed support for keeping Indian Wells a bedroom community.

Tables 5a and 5b provide a breakdown of responses to question no. 6 by length of residence in Indian Wells. Again, the fundamental pattern is remarkably similar across all categories. A majority of each group supports addition of a library, while least frequent support from each category was expressed for a corporate retreat or corporate headquarters.

Some distinctions do begin to emerge when results for question no. 6 are tabulated by household age category. The Rose Garden begins to lose favor among families with children whereas the National Monument gains in favor among this group. Some support for a corporate retreat begins to show among younger childless households, though this alternative still receives less than 20% support even from this subgroup.

TABLE 4
PUBLIC FACILITIES OF BENEFIT TO INDIAN WELLS
QUESTION 6 - ALL RESPONDENTS

PUBLIC FACILITIES	FREQ	PERCENT
LIBRARY	228	51.2 %
ROSE GARDEN	146	32.8 %
COMMUNITY CENTER	127	28.5 %
ART CENTER	113	25.4 %
NATIONAL MONUMENT	97	21.8 %
MUSEUM	67	15.1 %
COMMUNITY THEATER	57	12.8 %
CORPORATE RETREAT	46	10.3 %
CORPORATE HEADQUARTERS	37	8.3 %
OTHER	27	6.1 %
NO RESPONSE	52	11.7 %
TOTAL	445	100.0 %

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

TABLE 5A
PUBLIC FACILITIES OF BENEFIT TO INDIAN WELLS
QUESTION 6 - TABULATED BY LENGTH OF RESIDENCE

FREQUENCY OF HOUSEHOLDS BY LENGTH OF RESIDENCE (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
PUBLIC FACILITIES	YEARS: 0-2	3-5	6-10	OVER 10
<hr/>				
LIBRARY	65	55	47	73
ROSE GARDEN	40	27	25	56
COMMUNITY CENTER	31	35	20	45
ART CENTER	30	34	24	30
NATIONAL MONUMENT	32	21	18	29
MUSEUM	17	16	11	23
COMMUNITY THEATER	17	16	11	17
CORPORATE RETREAT	13	12	6	14
CORPORATE HEADQ.	12	14	2	9
OTHER	11	6	5	6
NO RESPONSE	6	8	14	31
NUMBER OF HOUSEHOLDS	118	107	84	129

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY

TABLE 5B
PUBLIC FACILITIES OF BENEFIT TO INDIAN WELLS
QUESTION 6 - TABULATED BY LENGTH OF RESIDENCE

PERCENT OF HOUSEHOLDS BY LENGTH OF RESIDENCE (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
PUBLIC FACILITIES	YEARS: 0-2	3-5	6-10	OVER 10
<hr/>				
LIBRARY	55.1	51.4	56.0	56.6
ROSE GARDEN	33.9	25.2	29.8	43.4
COMMUNITY CENTER	26.3	32.7	23.8	34.9
ART CENTER	25.4	31.8	28.6	23.3
NATIONAL MONUMENT	27.1	19.6	21.4	22.5
MUSEUM	14.4	15.0	13.1	17.8
COMMUNITY THEATER	14.4	15.0	13.1	13.2
CORPORATE RETREAT	11.0	11.2	7.1	10.9
CORPORATE HEADQ.	10.2	13.1	2.4	7.0
OTHER	9.3	5.6	6.0	4.7
NO RESPONSE	5.1	7.5	16.7	24.0
PERCENT OF HOUSEHOLDS	100.0	100.0	100.0	100.0

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY

TABLE 6A
PUBLIC FACILITIES OF BENEFIT TO INDIAN WELLS
QUESTION 6 - TABULATED BY HOUSEHOLD AGE CATGEGROY

PUBLIC FACILITIES	FREQUENCY OF HOUSEHOLDS BY AGE CATEGORY (MAXIMUM 3 RESPONSES PER HOUSEHOLD)			
	OVER 65	55-64	18-54	UNDER 18
LIBRARY	87	65	33	39
ROSE GARDEN	63	44	19	15
COMMUNITY CENTER	46	33	20	22
ART CENTER	48	38	11	15
NATIONAL MONUMENT	38	24	14	21
MUSEUM	27	18	10	12
COMMUNITY THEATER	20	16	11	8
CORPORATE RETREAT	12	14	12	8
CORPORATE HEADQ.	17	11	6	3
OTHER	10	7	5	5
NO RESPONSE	24	16	6	2
NUMBER OF HOUSEHOLDS	174	127	66	67

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

TABLE 6B
PUBLIC FACILITIES OF BENEFIT TO INDIAN WELLS
QUESTION 6 - TABULATED BY HOUSEHOLD AGE CATGEGROY

PERCENT OF HOUSEHOLDS BY AGE CATEGORY (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
PUBLIC FACILITIES	OVER 65	55-64	18-54	UNDER 18
<hr/>				
LIBRARY	50.0	51.2	50.0	58.2
ROSE GARDEN	36.2	34.6	28.8	22.4
COMMUNITY CENTER	26.4	26.0	30.3	32.8
ART CENTER	27.6	29.9	16.7	22.4
NATIONAL MONUMENT	21.8	18.9	21.2	31.3
MUSEUM	15.5	14.2	15.2	17.9
COMMUNITY THEATER	11.5	12.6	16.7	11.9
CORPORATE RETREAT	6.9	11.0	18.2	11.9
CORPORATE HEADQ.	9.8	8.7	9.1	4.5
OTHER	5.7	5.5	7.6	7.5
NO RESPONSE	13.8	12.6	9.1	3.0
PERCENT OF HOUSEHOLDS	100.0	100.0	100.0	100.0

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

Question No. 7: Recreational Facilities Needed in Indian Wells

Respondents were instructed to choose up to three from a list of eleven recreational facilities which they thought were most needed in Indian Wells. Nearly four out of ten respondents expressed support for a community park (Table 7). Community center, fitness center, public tennis courts, and senior center received from 18% to 25% support. Each of the remaining choices received less than 10% support. No response was indicated on 28% of the survey forms, the weakest response rate of the entire survey.

The most frequent comment to question no. 7 came from 15 respondents who wanted a variety of recreational facilities combined at a central location. Another frequent comment--12 responses--indicated that there was already enough recreation available locally and within a short distance of Indian Wells. This could help explain the weak response rate to question no. 7.

As with the previous questions, there is little difference in recreational choices when length of residence in Indian Wells is taken into account (Tables 8a and 8b). Considerably more variation shows up when household age category is considered. Support for a community park increases from 38% for all respondents to 65% for families with children. A community center also received substantially higher support among families with children, as did sports playing fields and tot lots. Childless households in the 18-54 age group showed above average support for a fitness center. Highest levels of "no response" came from households in the "55-64" and "over 65" age brackets.

TABLE 7
RECREATIONAL FACILITIES NEEDED IN INDIAN WELLS
QUESTION 7 - ALL RESPONDENTS

RECREATIONAL FACILITIES	FREQ	PERCENT
COMMUNITY PARK	171	38.4 %
COMMUNITY CENTER	111	24.9 %
FITNESS CENTER	93	20.9 %
PUBLIC TENNIS COURTS	83	18.7 %
SENIOR CENTER	82	18.4 %
LAWN BOWLING	42	9.4 %
PUTTING GREEN	41	9.2 %
CROQUET	31	7.0 %
TEAM SPORT PLAYING FIELDS	31	7.0 %
TOT LOTS	23	5.2 %
HORSESHOES	7	1.6 %
OTHER	9	2.0 %
NO RESPONSE	125	28.1 %
TOTAL	445	100.0 %

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

TABLE 8A
RECREATIONAL FACILITIES NEEDED IN INDIAN WELLS
QUESTION 7 - TABULATED BY LENGTH OF RESIDENCE

FREQUENCY OF HOUSEHOLDS BY LENGTH OF RESIDENCE (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
RECREATION FACILITY	YEARS: 0-2	3-5	6-10	OVER 10
<hr/>				
COMMUNITY PARK	52	43	29	53
COMMUNITY CENTER	30	22	22	43
FITNESS CENTER	29	25	19	25
PUBLIC TENNIS COURTS	24	18	13	33
SENIOR CENTER	22	15	17	33
LAWN BOWLING	14	13	9	8
PUTTING GREEN	11	6	9	16
CROQUET	9	8	6	9
SPORT PLAYING FIELDS	13	7	1	11
TOT LOTS	8	4	5	7
HORSESHOES	2	0	2	2
OTHER	3	4	1	1
NO RESPONSE	26	29	25	50
NUMBER OF HOUSEHOLDS	118	107	84	129

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY

TABLE 8B
 RECREATIONAL FACILITIES NEEDED IN INDIAN WELLS
 QUESTION 7 - TABULATED BY LENGTH OF RESIDENCE

PERCENT OF HOUSEHOLDS BY LENGTH OF RESIDENCE (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
RECREATION FACILITY	YEARS: 0-2	3-5	6-10	OVER 10
<hr/>				
COMMUNITY PARK	44.1	40.2	34.5	41.1
COMMUNITY CENTER	25.4	20.6	26.2	33.3
FITNESS CENTER	24.6	23.4	22.6	19.4
PUBLIC TENNIS COURTS	20.3	16.8	15.5	25.6
SENIOR CENTER	18.6	14.0	20.2	25.6
LAWN BOWLING	11.9	12.1	10.7	6.2
PUTTING GREEN	9.3	5.6	10.7	12.4
CROQUET	7.6	7.5	7.1	7.0
SPORT PLAYING FIELDS	11.0	6.5	1.2	8.5
TOT LOTS	6.8	3.7	6.0	5.4
HORSESHOES	1.7	0.0	2.4	1.6
OTHER	2.5	3.7	1.2	0.8
NO RESPONSE	22.0	27.1	29.8	38.8
PERCENT OF HOUSEHOLDS	100.0	100.0	100.0	100.0

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY

TABLE 9A
 RECREATIONAL FACILITIES NEEDED IN INDIAN WELLS
 QUESTION 7 - TABULATED BY HOUSEHOLD AGE CATGEGROY

FREQUENCY OF HOUSEHOLDS BY AGE CATEGORY (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
RECREATION FACILITY	OVER 65	55-64	18-54	UNDER 18
<hr/>				
COMMUNITY PARK	60	38	25	44
COMMUNITY CENTER	43	25	16	24
FITNESS CENTER	31	32	21	7
PUBLIC TENNIS COURTS	30	22	17	13
SENIOR CENTER	34	26	9	11
LAWN BOWLING	14	16	11	1
PUTTING GREEN	24	4	9	4
CROQUET	12	7	7	5
SPORT PLAYING FIELDS	3	12	3	13
TOT LOTS	4	6	0	13
HORSESHOES	4	1	0	1
OTHER	5	0	1	3
NO RESPONSE	58	45	12	6
NUMBER OF HOUSEHOLDS	174	127	66	67

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

TABLE 9B
RECREATIONAL FACILITIES NEEDED IN INDIAN WELLS
QUESTION 7 - TABULATED BY HOUSEHOLD AGE CATGEGROY

RECREATION FACILITY	PERCENT OF HOUSEHOLDS BY AGE CATEGORY (MAXIMUM 3 RESPONSES PER HOUSEHOLD)			
	OVER 65	55-64	18-54	UNDER 18

COMMUNITY PARK	34.5	29.9	37.9	65.7
COMMUNITY CENTER	24.7	19.7	24.2	35.8
FITNESS CENTER	17.8	25.2	31.8	10.4
PUBLIC TENNIS COURTS	17.2	17.3	25.8	19.4
SENIOR CENTER	19.5	20.5	13.6	16.4
LAWN BOWLING	8.0	12.6	16.7	1.5
PUTTING GREEN	13.8	3.1	13.6	6.0
CROQUET	6.9	5.5	10.6	7.5
SPORT PLAYING FIELDS	1.7	9.4	4.5	19.4
TOT LOTS	2.3	4.7	0.0	19.4
HORSESHOES	2.3	0.8	0.0	1.5
OTHER	2.9	0.0	1.5	4.5
NO RESPONSE	33.3	35.4	18.2	9.0
PERCENT OF HOUSEHOLDS	100.0	100.0	100.0	100.0

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

Question 8: Maintaining Aesthetic Character

Respondents were asked to select up to three features which were important in maintaining the aesthetic character of the community. Strong response was given in favor of mountain views, formal rows of palms, and low profile development (Table 10). Date groves and undisturbed desert habitat received moderate levels of support.

Comments from more than 20 respondents expressed support for landscaping Highway 111 and other parts of the city. Opposition to commercial growth such as the Stouffer's development also received comment from as many as 20 households.

There was little difference in responses to question no. 8 when length of residence was taken into account (Tables 11a and 11b). One interesting observation is that interest in water features diminishes with increasing length of residence. Household age also had very little effect on response rates to question no. 8 (Tables 12a and 12b).

Survey Results: 75% of all respondents wish to have the results of the survey sent to them.

TABLE 10
 IMPORTANT AESTHETIC FEATURES
 QUESTION 8 - ALL RESPONDENTS

AESTHETIC FEATURES	FREQ	PERCENT
VIEWS OF MOUNTAINS	298	67.0 %
FORMAL ROWS OF PALMS	242	54.4 %
LOW PROFILE DEVELOPMENT	219	49.2 %
DATE GROVES	125	28.1 %
UNDISTURBED DESERT HABITAT	90	20.2 %
DECORATIVE WALLS	65	14.6 %
GOLF COURSES	45	10.1 %
LANDSCAPED WHITE WATER CHANNEL	44	9.9 %
WATER FEATURES	30	6.7 %
HISTORIC BUILDINGS	4	0.9 %
OTHER	9	2.0 %
NO RESPONSE	25	5.6 %
TOTAL	445	100.0 %

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

TABLE 11A
 IMPORTANT AESTHETIC FEATURES
 QUESTION 8 - TABULATED BY LENGTH OF RESIDENCE

FREQUENCY OF HOUSEHOLDS BY LENGTH OF RESIDENCE (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
AESTHETIC FEATURES	YEARS: 0-2	3-5	6-10	OVER 10
<hr/>				
VIEWS OF MOUNTAINS	82	70	54	101
FORMAL ROWS OF PALMS	61	61	45	83
LOW PROFILE DEVEL.	59	58	46	71
DATE GROVES	36	31	17	45
UNDISTURBED DESERT	25	14	20	36
DECORATIVE WALLS	16	14	12	25
GOLF COURSES	10	10	12	17
WHITE WATER CHANNEL	9	17	8	8
WATER FEATURES	15	8	4	5
HISTORIC BUILDINGS	2	0	0	2
OTHER	3	1	1	4
NO RESPONSE	6	6	4	10
<hr/>				
NUMBER OF HOUSEHOLDS	118	107	84	129

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY

TABLE 11B
 IMPORTANT AESTHETIC FEATURES
 QUESTION 8 - TABULATED BY LENGTH OF RESIDENCE

PERCENT OF HOUSEHOLDS BY LENGTH OF RESIDENCE (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
AESTHETIC FEATURES	YEARS: 0-2	3-5	6-10	OVER 10
<hr/>				
VIEWS OF MOUNTAINS	69.5	65.4	64.3	78.3
FORMAL ROWS OF PALMS	51.7	57.0	53.6	64.3
LOW PROFILE DEVEL.	50.0	54.2	54.8	55.0
DATE GROVES	30.5	29.0	20.2	34.9
UNDISTURBED DESERT	21.2	13.1	23.8	27.9
DECORATIVE WALLS	13.6	13.1	14.3	19.4
GOLF COURSES	8.5	9.3	14.3	13.2
WHITE WATER CHANNEL	7.6	15.9	9.5	6.2
WATER FEATURES	12.7	7.5	4.8	3.9
HISTORIC BUILDINGS	1.7	0.0	0.0	1.6
OTHER	2.5	0.9	1.2	3.1
NO RESPONSE	5.1	5.6	4.8	7.8
PERCENT OF HOUSEHOLDS	100.0	100.0	100.0	100.0

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY

TABLE 12A
 IMPORTANT AESTHETIC FEATURES
 QUESTION 8 - TABULATED BY HOUSEHOLD AGE CATGEGROY

AESTHETIC FEATURES	FREQUENCY OF HOUSEHOLDS BY AGE CATEGORY (MAXIMUM 3 RESPONSES PER HOUSEHOLD)			
	OVER 65	55-64	18-54	UNDER 18

VIEWS OF MOUNTAINS	115	87	48	43
FORMAL ROWS OF PALMS	91	69	38	39
LOW PROFILE DEVEL.	82	62	33	40
DATE GROVES	42	40	19	22
UNDISTURBED DESERT	38	24	12	13
DECORATIVE WALLS	31	14	12	7
GOLF COURSES	20	14	9	2
WHITE WATER CHANNEL	20	13	6	3
WATER FEATURES	9	11	4	5
HISTORIC BUILDINGS	1	1	0	2
OTHER	4	2	2	0
NO RESPONSE	13	7	2	1
NUMBER OF HOUSEHOLDS	174	127	66	67

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

TABLE 12B
 IMPORTANT AESTHETIC FEATURES
 QUESTION 8 - TABULATED BY HOUSEHOLD AGE CATGEGROY

PERCENT OF HOUSEHOLDS BY AGE CATEGORY (MAXIMUM 3 RESPONSES PER HOUSEHOLD)				
AESTHETIC FEATURES	OVER 65	55-64	18-54	UNDER 18
<hr/>				
VIEWS OF MOUNTAINS	66.1	68.5	72.7	64.2
FORMAL ROWS OF PALMS	52.3	54.3	57.6	58.2
LOW PROFILE DEVEL.	47.1	48.8	50.0	59.7
DATE GROVES	24.1	31.5	28.8	32.8
UNDISTURBED DESERT	21.8	18.9	18.2	19.4
DECORATIVE WALLS	17.8	11.0	18.2	10.4
GOLF COURSES	11.5	11.0	13.6	3.0
WHITE WATER CHANNEL	11.5	10.2	9.1	4.5
WATER FEATURES	5.2	8.7	6.1	7.5
HISTORIC BUILDINGS	0.6	0.8	0.0	3.0
OTHER	2.3	1.6	3.0	0.0
NO RESPONSE	7.5	5.5	3.0	1.5
PERCENT OF HOUSEHOLDS	100.0	100.0	100.0	100.0

SOURCE: INDIAN WELLS COMMUNITY ATTITUDE SURVEY, 1988.

APPENDIX D
Resolution No. 89-10

A RESOLUTION OF THE CITY COUNCIL OF
THE CITY OF INDIAN WELLS APPROVING
AN AMENDMENT OF THE GENERAL PLAN OF
THE CITY OF INDIAN WELLS

WHEREAS, on March 22, 1988, the Superior Court of California, County of Riverside, issued a Peremptory Writ of Mandate in Case No. Indio-50655 MF, requiring the City of Indian Wells ("City") to bring the General Plan of the City into compliance with the requirements of Government Code Section 65300 et seq., to bring the zoning ordinance of the City into compliance with the General Plan, and to prepare and certify an Environmental Impact Report ("EIR") evaluating the impacts of these actions; and

WHEREAS, the City of Indian Wells ("City") has determined to revise and update its General Plan in its entirety ("General Plan Amendment"); and

WHEREAS, the City Council and Planning Commission held a duly noticed joint public hearing on September 15, 1988, at which written and oral testimony relating to the General Plan Amendment was received from all interested parties; and

WHEREAS, the City Council and Planning Commission held duly noticed continued public hearings on January 5, 1989 and February 16, 1989, at which written and oral testimony relating to the General Plan Amendment was received from all interested parties; and

WHEREAS, by Minute Order adopted February 16, 1989, the Planning Commission has recommended the certification of Final EIR 6-88-1 ("FEIR"), which evaluates the potential environmental impacts of the General Plan Amendment and proposed mitigation measures and project modifications to reduce these impacts; and

WHEREAS, by Minute Order adopted February 16, 1989, the Planning Commission has recommended adoption of the General Plan Amendment and has forwarded this recommendation to the City Council; and

WHEREAS, the City Council has reviewed and considered the recommendation made by the Planning Commission; and

WHEREAS, the City Council held a duly noticed continued public hearing on February 28, 1989, at which written and oral testimony relating to the General Plan Amendment was received from all interested parties; and

WHEREAS, the City Council has reviewed and considered the FEIR, which evaluates the potential impacts of the General Plan Amendment in compliance with the requirements of the California Environmental Quality Act ("CEQA"), the State CEQA Guidelines, and the City's Procedures and Guidelines for the Implementation of CEQA, and has certified the FEIR by Resolution dated February 28, 1989; and

WHEREAS, no new information has been added to the record which substantially modifies the recommendation of the Planning Commission concerning the General Plan Amendment;

NOW, THEREFORE, the City Council of the City of Indian Wells resolves as follows:

1. The foregoing recitals are true and correct.
2. The City Council hereby finds that the General Plan Amendment complies with the requirements of State Planning and Zoning Law governing the contents of general plans.

3. The City Council hereby approves and adopts the General Plan Amendment in the form on file with the City Clerk.
4. The City Council hereby finds that the General Plan Amendment will have significant impacts on the environment, as set forth in the FEIR, and adopts the Statement of Findings, Facts in Support of Findings and Statement of Overriding Considerations Regarding the Environmental Impact Report for the City of Indian Wells General Plan Amendment and Code Amendment, attached hereto as Exhibit "A".

PASSED, APPROVED AND ADOPTED at a duly called meeting held on February 28, 1989 by the following roll call vote:

AYES: Arenstein, Briscoe, Manuell, Aughtry, Oliphant
NOES: NONE



RICHARD R. OLIPHANT, MAYOR

ATTEST:



PRINCE E. PIERSON, CITY CLERK

APPROVED AS TO FORM:



EUGENE NAZAREK, CITY ATTORNEY

EXHIBIT A

FINDINGS, FACTS IN SUPPORT OF FINDINGS AND STATEMENT OF OVERRIDING CONSIDERATIONS REGARDING THE ENVIRONMENTAL IMPACT REPORT FOR THE CITY OF INDIAN WELLS 1989 GENERAL PLAN AND AMENDMENTS TO THE CITY MUNICIPAL CODE INCLUDING REVISED ZONING, SUBDIVISION AND ADMINISTRATIVE PROVISIONS

Section 15091 of the State Guidelines ("Guidelines"), promulgated pursuant to the California Environmental Quality Act ("CEQA"), provides as follows:

- (a) No public agency shall approve or carry out a project for which an EIR has been completed which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

- (1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effects as identified in the final EIR.

[This finding shall be referred to in this Attachment as "finding (1)."]

- (2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

[This finding shall be referred to in this Attachment as "finding (2)."]

- (3) Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.

[This finding shall be referred to in this Attachment as "finding (3)."]

General Plan and Municipal Code Amendments
CEQA Findings
Exhibit A
Page 2

The Environmental Impact Report ("EIR") for the amendment of the City of Indian Wells ("City") general plan and Municipal Code, including revisions to zoning, subdivision and certain administrative provisions (collectively, the "Project") identifies significant effects on the environment which may occur as a result of the Project. Section 1 of this Attachment identifies the significant environmental effects of the Project which cannot feasibly be mitigated to a level of insignificance. Section 2 sets forth the potentially significant environmental effects of the Project which can feasibly be mitigated to a level of insignificance. Section 3 summarizes the alternatives discussed in the EIR. Section 4 sets forth mitigation measures and alternatives to the Project which have been proposed but not adopted, and states the reasons that the City determined not to adopt these measures and alternatives. Section 5 consists of a Statement of Overriding Considerations which sets forth the City's specific reasons for finding that the benefits of the Project outweigh its unavoidable environmental effects.

The findings set forth in each section are supported by findings of facts established in the administrative record of the Project. When the findings of fact refer to mitigation measures, the source of the mitigation measure is stated. Mitigation measures which are part of the General Plan are designated "General Plan." Mitigation measures which are part of the Municipal Code amendment, including the zoning code, subdivision code, or administrative provisions, are designated "Code Amendment." Mitigation measures which are set forth in the EIR are designated "EIR." Mitigation measures proposed by the public or public agencies are designated "Public Comment." When the findings of fact refer to other information in the administrative record, the findings are designated "Administrative Record."

1. FINDINGS REGARDING SIGNIFICANT EFFECTS THAT CANNOT
FEASIBLY BE MITIGATED TO A LEVEL OF INSIGNIFICANCE.

The City has determined that EIR mitigation measures and proposals included as part of the Project will result in a substantial mitigation of the following effects, but that these effects cannot feasibly be mitigated to a level of insignificance.

1.1 BIOTA

1.1.1 Significant Effect: Construction and development activities will result in the removal of habitats, loss of vegetation, wildlife loss, and harassment of wildlife which decreases the possibility of successful reproduction.

Findings: The City hereby makes findings (1), (2) and (3).

Facts in Support of Findings: The following measures will result in a substantial reduction of the adverse impacts of the identified significant effect.

(a) One of the goals of the General Plan is to conserve and enhance the City's natural resources by facilitating development in a manner which reflects the characteristics, sensitivities, and the constraints of these resources. (Conservation and Open Space Element Section IV, Goal 2.) In its subsequent planning efforts and approval of projects, the City will be required by law to comply with this goal. (General Plan.)

(b) The General Plan requires the City to direct development away from areas of sensitive biological habitat, unless effective mitigation measures can be implemented. This policy will help to minimize impacts on vegetation and wildlife. (General Plan.)

(c) The General Plan requires the City to preserve areas of riparian vegetation and wildlife habitat along the Whitewater River channel and Deep Canyon Floodway. The policy will help to preserve one of the sensitive habitats within the City. (General Plan.)

(d) The City shall support the preservation of wildlife preserves in the area, including the Living Desert Reserve, the Phillip L. Boyd Deep Canyon Research

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Center, the State Bighorn Sheep Reserve, and the Fringe-Toed Lizard Preserve. These measures will help to insure the continued existence of specific sensitive wildlife species. (General Plan.)

(e) The City shall require development within the habitat of the Coachella Valley Fringe-Toed Lizard, as identified in the Habitat Conservation Plan ("HCP"), to comply with regional mitigation measures contained in the HCP. The HCP currently requires the payment of \$600 per acre for the purchase of a refuge for this endangered species. This measure has been developed to mitigate habitat loss from development, and will help to insure the continued existence of a sensitive species. (EIR; General Plan Conservation and Open Space Element, Policy 2.4.)

(f) Prior to the approval of any development activities proposed in areas of "high ecological sensitivity," the applicant shall prepare and submit to the City an evaluation of the Project's potential impacts on sensitive plant and animal species. The biological evaluation shall be prepared by a wildlife biologist or other qualified professional who, in the judgment of the City, is qualified to analyze potential impacts. The study shall include mitigation measures such as plant transplant or habitat preservation programs. (EIR.)

(g) The City shall encourage clustering of development to minimize the amount and extent of disturbance and maximize the retention of natural open space areas in "Hillside" areas, as set forth on the land use policy map. Identified open space areas shall be retained to serve as wildlife refuges. (EIR.)

(h) The City shall encourage the open space preservation of identified privately-owned hillside areas by supporting the dedication of environmentally sensitive areas. (Public Comment; EIR.)

(i) The City shall undertake the preparation of a grading ordinance which encourages the minimization of grading activities in privately-owned hillside areas. (Public Comment; EIR.)

(j) The City and appropriate government agencies having jurisdiction within the planning area shall actively enforce federal and state laws which prohibit the taking, possessing or selling of rare, endangered or

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threatened species. The City shall encourage and support public and private efforts directed toward the preservation of identified habitat areas. (EIR.)

(k) In cooperation with State and Federal agencies owning real property within the "Publicly-Owned Open Space" areas, as identified on the Land Use Policy Map, the City shall participate in the formulation of a resource management plan for the preservation of wildlife habitats, including prohibitions upon the operation of motorized off-road recreational vehicles within these areas. (EIR.)

(l) The City shall set aside natural open space in sufficient acreage to provide habitat for native wildlife and shall encourage landscaping programs with native trees and shrubs to provide habitat for wildlife. (EIR.)

(m) General Plan Conservation and Open Space Element Policies 1.1, 1.2, 2.1, 2.3 and 2.4, and Land Use Element Policies 5.4 and 5.6 will further mitigate this impact.

(n) These mitigation measures shall be further mitigated through Subdivision Ordinance Chapter 20.12 (Tentative Maps: Filing Requirements) Sections 20.12.060 and 20.12.070 (Written Information Required; Supplemental Information); Zoning Ordinance Chapter 21.22 (Hillside Residential Standards); and Zoning Ordinance Chapter 21.60 (Architecture and Landscaping) Sections 21.60.180 and 21.60.190 (Natural Open Space; Use of Landscaping).

1.1.2 Significant Effect: Development authorized in areas of high ecological sensitivity, including Hidden Valley and the area east of Club Drive, could result in the loss of the habitat of sensitive animal species.

Findings: The City hereby makes findings (1) and (3).

Facts in Support of Findings: The following measures will result in a substantial reduction of the adverse impacts of the identified significant effect.

(a) The following Fact in Support of Finding 1.1.1 will reduce impacts on areas of high ecological sensitivity: facts (a), (b), (f), (k), (l), (m) and (n). These facts hereby are incorporated by reference in their entirety.

1.2 AESTHETICS

1.2.1 Development in Hillside areas will result in aesthetic impacts associated with grading and the introduction of physical improvements.

Findings: The City hereby makes findings (1) and (3).

Facts in Support of Findings: The following measures will result in a substantial reduction of the adverse impacts of the identified significant effect.

(a) The Land Use Map and Zoning Code incorporate designations which will restrict development in Hillside areas. Even low-density development, however, would have impacts on steep slopes.

(b) The following Facts in Support of Finding 1.1.1 will reduce the aesthetic impacts of development in hillside areas: facts (b), (d), (g), (h), (i), (k), (l), (m) and (n). These facts hereby are incorporated by reference in their entirety.

1.3 CUMULATIVE IMPACTS

1.3.1 Significant Effect: In conjunction with present, proposed and probable future development in the Project area, construction and development activities will result in the removal of habitats, loss of vegetation, wildlife loss, and harassment which decreases the possibility of successful reproduction.

Findings: The City hereby makes findings (1), (2) and (3).

Facts in Support of Findings: The following measures will result in a substantial reduction of the adverse impacts of the identified significant effect.

(a) The Facts in Support of Finding 1.1.1 hereby are incorporated by reference.

(b) Regional mitigation measures, such as the Coachella Valley Fringe-Toed Lizard Habitat Conservation Plan, and efforts by individual jurisdictions to reduce the impacts of development on biological resources, will result in a substantial reduction of this impact. Increased development in the region, however, will result in a regional reduction of habitat.

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1.3.2 Significant Effect: Future demands on Country Club Drive, as projected by the CVAT study, may result in Level of Service D between Portola Avenue and Eldorado Drive. Although this location is not within the Project area, traffic from the City and from other areas within the region will contribute to congestion in this area.

Findings: The City hereby makes findings (1), (2) and (3).

Facts in Support of Findings: The following measures will result in a substantial reduction of the adverse impacts of the identified significant effect.

(a) The City shall continue to participate with the Southern California Association of Governments, California Department of Transportation, Coachella Valley Association of Governments, Local Agency Formation Commission, County of Riverside and incorporated cities within the Coachella Valley in the formation, financing and implementation of improvements to the regional transportation system to facilitate the movement of people and goods. (EIR.) This measure will result in a substantial reduction of potential impacts on the regional roadway system, including Country Club Drive.

(b) The City shall support regional efforts to improve area roadways as identified in the Coachella Valley Area Transportation Study, in accordance with transportation policies established in the Circulation Element of the General Plan. (EIR.)

(c) The Facts in Support of Findings 2.5.1, 2.5.3, 2.5.6, 2.5.7 and 2.5.8 hereby are incorporated by reference. These findings, and supporting facts, show that the City is committed to mitigating the impacts of traffic within its own boundaries and to working towards a regional solution to accommodate areawide traffic increases.

(d) Traffic and circulation issues in the City will be influenced by projected population increases in the Coachella Valley, which is expected to double in population over a 26-year period. Because the City is a relatively small community within the Coachella Valley, traffic demands are strongly influenced by development outside of the City. (EIR.) Therefore, the City alone cannot mitigate regionwide traffic impacts.

1.3.3 Significant Effect: In conjunction with present, and probable future stationary and mobile sources of air pollutants in the Coachella Valley, the Project will contribute to air pollution in a nonattainment area for ozone. The primary source of pollution will be automobile traffic.

Findings: The City hereby makes findings (1), (2) and (3).

Facts in Support of Findings: The following measures will result in a substantial reduction of the adverse impacts of the identified significant effect.

(a) Air quality degradation in the City is largely a result of smog blown in from the Los Angeles Basin. Local efforts to improve air quality cannot fully mitigate this impact.

(b) The City shall initiate local efforts to improve air quality, including trip production measures, and shall coordinate with the South Coast Air Basin in implementing strategies proposed in the Air Quality Management Plan ("AQMP") to improve regional air quality. (General Plan and EIR.)

(c) The City shall promote the implementation of a comprehensive ride-sharing program among major employers within the City which may include one or more of the following: incentives for ridesharing, flexible or modified work hours for ride-sharing employees, assignment of preferential or free parking for vehicles used for ride-sharing, full or partial subsidization of carpooling, vanpooling, buspooling or use public transit. (EIR.)

(d) The City shall support and comply with the AQMP for vehicular usage programs. Specific measures shall include the incorporation of design features that accommodate transit, park-and-ride, van and carpooling, and non-vehicular transportation. These features may include design of on-site roadways for multi-modal use (for example, bus turn-outs, bikeways and walkways) and the promotion of commuting programs and facilities within the planning area (for example, carpool and vanpool facilities).

1.3.4 Significant Effect: In conjunction with present, and probable development in the Coachella Valley, the Project will contribute to air pollution in a nonattainment area for PM-10 particulate matter. The primary source of pollution will be windblown dust, soil and sand.

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Findings: The City hereby makes findings (1), (2) and (3).

Facts in Support of Findings: The following measures will result in a substantial reduction of the adverse impacts of the identified significant effect.

(a) The City shall initiate local efforts to improve air quality, including dust control measures, and coordinate with the South Coast Air Basin in implementing strategies proposed in the Air Quality Management Plan to improve regional air quality. (General Plan.)

(b) The City shall minimize soil erosion through conservation of native vegetation, use of permeable ground materials and careful regulation of grading practices. (General Plan.) Vegetated cover associated with landscaping shall be implemented as soon as practicable following final grading activities. (EIR.) These measures will help to reduce the windblown dust, soil and sand which is the primary source of particulate pollution.

(c) Normal wetting procedures or other dust-reducing measures shall be followed during site preparation (including excavation and grading operations) to reduce fugitive dust emissions. (EIR.)

(d) Roadways shall be periodically swept or otherwise cleared of dirt and other contaminants to minimize fugitive dust. (EIR.)

(e) Although these mitigation measures will substantially reduce the emission of particulates, regionwide development activities will continue to increase particulates in the air. Regional efforts to reduce these impacts, in conjunction with the efforts of individual jurisdictions, will mitigate this impact. Because the Coachella Valley is a nonattainment area, however, the addition of any additional particulates on a regionwide basis can be considered a significant cumulative impact.

2. POTENTIALLY SIGNIFICANT ENVIRONMENTAL EFFECTS WHICH
CAN BE MITIGATED TO A LEVEL OF INSIGNIFICANCE

The City has determined that General Plan policies, Code Amendment provisions and EIR mitigation measures will mitigate the following effects to a level of insignificance for the reasons stated below.

2.1 LAND USE

2.1.1 Potential Effect: Additional growth and changes in land uses could result in incompatibilities between existing uses and uses designated in the General Plan, including adverse noise, glare and aesthetic impacts.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Land Use Policy Map designates residential density ranges. The upper end of this density range is not guaranteed, but represents the potential density that could be achieved after specified performance standards are met. One of the criteria used to determine maximum residential density is compatibility with surrounding land uses. (General Plan.)

(b) The General Plan accommodates an increase of over 677.5 acres of commercial use, or approximately 650% above existing. With the exception of new office and retail uses within Town Center and Village I and II, all new commercial development will be directly related to the City's resort industry. The zoning ordinance includes numerous requirements to insure the compatibility of the Resort Commercial zoning designation, including requirements governing height, landscaping and setbacks. (General Plan and Zoning Ordinance.)

(c) Physical separation (setbacks or barriers) shall be required where commercial developments abuts residential development, and where land uses abut major arterial highways. (General Plan.)

(d) Commercial properties shall be clustered to minimize the impact on residential land uses. (General Plan.) Linear or strip commercial development, heavy

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polluting industry, and new billboards shall be prohibited in order to avoid incompatibilities with the existing residential character of the City. (General Plan.) New development shall be required to utilize low intensity lighting and/or screening to mitigate light spillover and glare of neighboring uses. (General Plan.)

(e) The City shall establish a high quality of urban design, to maintain the image and residential character of the City. (General Plan.)

(f) Sufficient open space areas shall be incorporated in new development projects to maintain a sense of openness in developed areas, thereby insuring compatibility with the existing character of the City. (General Plan.)

(g) Development which capitalizes on the area's natural environmental setting, and which preserves views of scenic hillside areas, shall be encouraged. (General plan.)

(h) The City shall regulate building height to avoid obtrusive breaks in the natural skyline, and to be responsive to surrounding settings. (General Plan.) The City shall encourage the clustering of residential uses to minimize noise impacts. (General Plan.)

(i) Residential development shall be prohibited in areas of greater than 65 CNEL unless effective mitigation measures can be incorporated into the project design to reduce noise levels to 65 CNEL in outdoor activity areas, and 45 CNEL in indoor areas. (General Plan.)

(j) The uses designated in the Land Use Policy Map are consistent with adjacent and nearby uses in adjacent communities. The County of Riverside General Plan Land Use Map authorizes residential activities ranging from 2 to 5 dwelling units per acre west of the Sunterra Project to 8 to 18 dwelling units per acre for property along Washington Street. The land uses west of the Sunterra project are compatible with the Sunterra project because off-site aesthetic, noise, traffic and public safety impacts of Sunterra have been mitigated to a level of insignificance through height limitations, landscaping and buffering requirements, the regulation of lighting by the Zoning Code, and the construction of a masonry wall around the site. The property uses east of Washington

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Street are compatible with the land uses designated by the City because the City has also designated low-density residential use south of Fred Waring Drive and west of Washington. Both the County and the City have designated the stormwater channel as a water course with limited development potential. The County areas south and west of the City have been designated as open space and conservation areas. This is compatible with the City designations of publicly owned open space and water course. Both of these designations have limited development potential.

(k) The City of Palm Desert General Plan designates "medium density" residential land uses along most of the shared frontage between the two cities, along Fred Waring Drive south along the City limits to Portola Avenue (south of Fairway Drive). The City designations adjacent to these uses include very low- to medium-high-density residential, public/commercial recreation (public and private golf courses), and water course. All of these uses are consistent with the medium density designation in the Palm Desert General Plan. The Palm Desert General Plan designates "resort commercial" uses along Highway 111 directly west of the City. Such uses can be compatible with the residential uses proposed by the Indian Wells General Plan with adequate setback, landscaping and height requirements. Although the City of Palm Desert Land Use Map designates part of the Sunterra Project within the City's sphere of influence as medium density residential, this designation will be changed to resort commercial, as shown on the land use policy map, when the sphere of influence is annexed to the City.

(1) The City of La Quinta General Plan Land Use Map designates much of the area south of Point Happy as "open space." Adjacent property within the City is designated as "publicly owned open space." Property with frontage along Highway 111 has been designated "village commercial" in the La Quinta General Plan. This land use is buffered from the City's Highway 111 land uses by a "water course" designation. South of Highway 111 and adjacent to a "medium density" residential zone within the City, is a compatible "medium density" category in La Quinta. Land use designations east of Washington Street are assigned a "medium density" residential use. This is compatible with the low density use in the Indian Wells General Plan.
(EIR.)

(m) The City shall require commercial activities to limit their impacts upon adjoining land uses and/or adjoining land which is designated for residential land uses. Prior to the approval of any activity not permitted by right in a commercial zone and requiring a conditional use permit, the applicant shall prepare and submit a lighting plan and an acoustical study if, in the judgment of the City, the activity may produce adverse impacts. The study shall demonstrate that the exterior noise levels that may be produced by that use, the hours during which noise impacts may occur, and the mitigation measures to be implemented will be adequate to minimize potential impacts. Land use activities which will produce a noise level in excess of 65 CNEL, after mitigation and excluding construction periods, shall be prohibited. (Public Comment; EIR.)

(n) Specific mitigation measures for noise, light, and aesthetic impacts will further mitigate the potential for incompatibilities between land uses. Therefore, the Facts in Support of Findings 2.7.1, 2.7.2, and 2.9.1-2.9.6 hereby are incorporated by reference.

2.1.2 Potential Effect: Additional growth permitted by the Project will result in increased demand on public services and utilities.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Findings 2.8.1 - 2.8.11 hereby are incorporated by reference.

2.1.3 Potential Effect: Additional growth permitted by the Project will result in additional trips on area roadways, incremental increases in air pollution, and increased ambient noise levels adjacent to right-of-ways,

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Findings 1.2.2 - 1.2.4, 2.5.1 - 2.5.8, 2.6.1 - 2.6.2 and 2.7.2 hereby are incorporated by reference.

2.1.4 Potential Effect: Additional growth and changes in land uses permitted by the Project could change the aesthetic character of the City.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Findings 1.2.1 and 2.9.1 - 2.9.6 hereby are incorporated by reference.

(b) Existing palm groves provide unique character to the City. Their preservation, maintenance, selective removal, and replanting shall be encouraged through the enactment of land use policies which promote preservation but provide property owners with economically viable land use alternatives. (EIR.)

2.1.5 Potential Effect: Employment-generating development activities may impose demands upon the region's affordable housing stock.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Projects which may directly generate significant additional employment opportunities shall conduct a housing needs assessment to quantify project-related affordable housing needs and shall contribute to the provision of affordable housing opportunities for project employees through the assessment of a housing impact mitigation fee related to the number of new affordable housing units that may result from the proposed project, participation in programs which are funded by the Redevelopment Agency Low and Moderate Income Housing Fund, or such other actions as may be deemed acceptable by the City. (Public Comment; General Plan; EIR.)

(b) The General Plan designates candidate sites for the development of affordable housing. The holding capacity of these sites exceeds the regional housing designation for the City pursuant to the 1988 Southern California Association of Governments ("SCAG") Regional Housing Needs Assessment ("RHNA"). (General Plan.) The RHNA is based upon an assessment of regional growth projections.

(c) The developer of Sunterra shall provide for the construction of 750 affordable housing units for low- and very low-income households within an eight-mile or thirty-minute commute range of the project. (Administrative Record; EIR.) This commitment was based on the needs generated by Sunterra and will ensure that the housing impacts of the Sunterra project have been mitigated.

(d) SCAG reviews regional housing needs every five years, and allocates regional housing need to individual jurisdictions accordingly. State law requires the City to update its housing element every five years. These requirements of state law will help to ensure that the City provides for its fair share of regional housing needs.

(e) The City shall participate in regional and multi-jurisdictional efforts for the planning, utilization and allocation of limited public and private resources. (EIR.)

2.1.6 Potential Effect: New development could create barriers to handicapped individuals.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measure will mitigate the identified impact to a level of insignificance.

(a) Existing State requirements relating to the removal of physical barriers to handicapped individuals shall be enforced, and handicapped and pedestrian accessibility shall be incorporated into design considerations for subsequent commercial, residential, and recreational development in accordance with State requirements. (EIR.)

2.1.7 Potential Effect: New residential development could create pressures on existing facilities for public recreation.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measure will mitigate the identified impact to a level of insignificance.

(a) Residential projects shall provide for on-site recreational opportunities adequate to accommodate user-specific demands imposed by the development, and/or include either the dedication of public park sites or the payment of in lieu fees for public dedication obligations in accordance with City standards and the Subdivision Map Act. (EIR.)

2.2 EARTH

2.2.1 Potential Effect: Construction activities and increases in impervious surfaces may modify existing drainage patterns and change the patterns and density of ground cover, thereby altering existing drainage patterns.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Areas of riparian vegetation and wildlife habitat along the Whitewater River Channel and Deep Canyon Floodway shall be preserved, thereby preserving this ground cover. (General Plan.)

(b) Site-specific geotechnical studies shall provide specific feasibility recommendations for appropriate drains and subdrains in each project area. (EIR.)

(c) Grading plans shall insure that discharge of surface runoff from the site during construction activities will not result in increased erosion or siltation of existing drainage facilities. (EIR.)

(d) The City shall prepare a grading ordinance, which will regulate grading to incorporate these mitigation measures. (EIR.)

2.2.2 Potential Effect: Construction activities may result in increased erosion and blowsand through the disturbance of soil, removal of existing vegetation and exposure of erodible material to wind action.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City shall minimize soil erosion through conservation of native vegetation, use of permeable ground materials, and careful regulation of grading practices. (General Plan.)

(b) Detailed geotechnical studies prepared by a soils engineer or engineering geologist, shall be submitted to the City for site-specific activities. Site specific geotechnical studies shall provide specific feasibility recommendations for mitigation of geotechnical impacts, including slope stabilization and soils engineering. (EIR.)

(c) Prior to approval of any final tract or parcel map, the property owner shall submit a precise grading plan, prepared by a civil engineer and based upon the recommendation of the soils engineer and/or engineering geologists subsequent to completion of detailed soils and geologic investigation. Grading plans shall be approved by the city engineer and shall be subject to a grading permit. The grading plans shall include provision for the mitigation of blow-sand hazards. (EIR.)

(d) Grading plans shall include an erosion, siltation and dust control plan to be approved by the city engineer. The plan shall include provisions for mitigation measures, such as temporary irrigation, immediate planting of vegetation on all exposed slopes, temporary sedimentation basins and sandbagging, and shall include a watering and compaction program. (EIR.)

(e) To control fugitive dust during clearing, grading, earth moving or excavation, the property owner shall institute regular watering of affected areas, or such other dust prevention measures as may be required by the City. After clearing and grading, the site area shall be watered sufficiently to form a crust on the surface

through repeated soaking, spread of soil binders and/or the reintroduction of ground cover. During construction, water trucks or sprinkler systems shall be utilized to keep all areas subject to vehicular traffic damp enough to prevent fugitive dust. (EIR.)

(f) New development shall be required to conform to the City's blowsand control ordinance as a condition of issuance of grading permits. The need for permanent control devices in particularly windy areas, to be installed prior to project grading, shall be evaluated. (General Plan.)

(g) The City shall prepare a grading ordinance, which will regulate grading to incorporate these mitigation measures. (EIR.)

2.2.3 Potential Effect: Seismic and geotechnical conditions within the City may have adverse effects on public health and safety.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Findings 2.2.1 and 2.2.3 hereby are incorporated by reference.

(b) The City shall adopt and maintain high standards for seismic performance of buildings, through the prompt adoption and careful enforcement of the most current seismic standards of the Uniform Building Code. (General Plan.) The City shall develop a structural hazards reduction program, pursuant to section 8875 of the Government Code, for the upgrading of seismically hazardous buildings. (General Plan.) The City shall require the liquefaction potential at a site to be determined prior to development, and shall require specific mitigation to be incorporated into the foundation design. (General Plan.)

(c) The City shall require geologic and soils engineering studies for developments in or adjacent to hillsides, to assure safety from potential landslides. Development adjacent to hillside areas shall be required to minimize the potential hazard of falling rocks through project design. (General Plan.)

(d) The City's Civil Defense and Disaster Preparedness Ordinance shall be updated to include effective plans for disaster/earthquake response, training of responsible personnel, mutual aid agreements for all appropriate functions, and exercises conducted at least annually to test and evaluate plan capabilities. (General Plan; EIR.) Emergency response planning shall be required for any new development and shall be made available to all interested citizens. (General Plan; EIR.)

(e) At least two east-west and two north-south primary (or major) arterials shall be maintained, in order to insure adequate emergency evacuation routes in the City. (General Plan.)

2.3. WATER

2.3.1 Potential Effect: The removal of vegetation (particularly in sloping terrain) and the increase of impervious surfaces resulting from development activities can increase erosion through increased water flows, increase the amount and rate of natural runoff, exacerbate demands on flood control facilities, reduce groundwater recharge and reduce the quality of runoff, thereby reducing regional groundwater quality.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Finding 2.2.1 hereby are incorporated by reference.

(b) The Coachella Valley Water District developed a groundwater recharge program in 1973 to protect the Valley from groundwater overdraft. Groundwater recharge has been accelerated with 400,000 acre-feet released in 1986 and another 600,000 acre-feet in 1987. The recharge program has been successful in increasing groundwater levels. Water District officials report that future water shortages for the Coachella Valley are not expected. (General Plan.) This mitigation measure for groundwater recharge already has been implemented on a regional scale and helps to reduce negative impacts on groundwater recharge.

(c) No structure shall be located, constructed, or substantially improved, and no landform modifications may occur, on properties which are within water course designations, unless such structures constitute flood control improvements approved by the flood control district or such improvements will not substantially impede the flow of water or result in any increase in flood levels during the occurrence of the 100-year flood discharge period. Non-residential structures may be exempted from this requirement upon approval of the flood control district. (EIR.) This restriction will help to insure that demands on flood control facilities are not exacerbated.

(d) Prior to the approval of any final tract or parcel map, property owners shall submit to the City Engineer a site-specific hydrology study, prepared by a hydrologist, civil engineer or engineering geologist, demonstrating that surface run-off from the subdivided area to off-site parcels does not adversely affect those parcels as a result of proposed activities. The hydrology studies shall include specific design parameters for project drainage facilities as appropriate to accommodate site-specific demands and in accordance with flow criteria, design standards and construction requirements of the City. The required drainage facilities shall be of a size and type sufficient to carry runoff waters originating from up-flow properties through the subject property to a discharge site as approved by the City.

(e) Development shall be managed in hillside areas to minimize risks associated with erosion, runoff, sedimentation and unstable slope conditions. Proposed plans shall include drainage strategies which limit storm water runoff to peak flow conditions anticipated in the absence of that development. (EIR.)

(f) Development proposed adjacent to existing flood control facilities, including the Whitewater Storm Channel, shall be subject to review and approval by the City.

(g) Property owners requesting building permits and/or tract or parcel map approvals shall be financially responsible for the design, construction and maintenance of storm drain improvements predicated by property owner's request. (EIR.) The City may establish special maintenance districts, or other funding mechanisms for the maintenance of all storm drain facilities both on- and off-site. (EIR.)

(h) Local storm drain improvements shall be constructed as part of the improvement program for each parcel or tract map area, and shall be phased to occur upon final map approval. (EIR.)

(i) If a grading permit is required, no on-site grading activities shall occur until all off-site drainage facilities have been installed and are in operation, except any grading activities that may be incidental or integral to the construction of drainage facilities. (EIR.)

(j) In conjunction with the recordation of any final tract or parcel map, the property owner shall dedicate all necessary right-of-way easements for all on-site storm drain facilities to the City or other such entity as may be identified by the City. (EIR.)

(k) The City shall institute floodplain management techniques when feasible, such as linear parks, golf courses, or open space preservation, in lieu of channelization. (EIR.)

(1) The City shall work in cooperation with the Coachella Valley Water District and the Regional Water Quality Control Board on the development and implementation of regional solutions to possible groundwater degradation. (Public Comment; EIR.)

2.3.2 Potential Effect: Alterations to groundforms, such as grading and trenching, can alter natural drain courses and induce flooding.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Facts (c) - (k) in Support of Finding 2.3.1 hereby are incorporated by reference.

2.3.3 Potential Effect: Development in the 100-year floodplain could result in flood hazards and alter drainage patterns

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Facts (b) and (f) in Support of Finding 2.3.1 hereby are incorporated by reference.

2.3.4 Potential Effect: Additional development will increase consumption of existing groundwater resources and may exacerbate existing overdraft conditions.

Findings: The City hereby makes findings (1) and (3).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Prior to the approval of any final parcel or tract map, the property owner shall provide the City with a landscape plan establishing an irrigation management program for all on-site landscaped areas, ensuring that irrigation rates do not exceed the infiltration rate of local soils and that the application of fertilizers and pesticides do not exceed appropriate levels and frequencies. The irrigation management plan shall specify methods of monitoring the irrigation system and shall be designed by a landscape architect or irrigation engineer. (EIR.)

(b) Irrigation systems shall include provisions for design features that conserve water, such as controlled irrigation systems which employ drip irrigation, soil moisture sensors, and automatic systems that minimize runoff and evaporation, the use of mulch on top of soil to improve water holding capacity, and the use of xeriscape and drought-tolerant species for landscaping. The irrigation system and the landscape plan shall be submitted to the Coachella Valley Water District for its review prior to the issuance of a permit for the irrigation system and prior to the implementation of the landscape plan. (EIR.)

(c) In conjunction with the submittal of tentative tract and parcel maps, the property owner shall provide the City with information regarding the design of the water system servicing that subdivision map area, addressing facility sizing and location (including primary

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mains, special facilities, storage facilities and transmission mains), projected water demands based upon a hydrologic analysis for the proposed system under average day, maximum day and peak hour demands, and phasing of improvements. (EIR.)

(d) All water system improvements shall be closely coordinated with, and shall be subject to review and approval by, the City and the Coachella Valley Water District. (EIR.)

(e) At the time of final map recordation, right-of-way easements shall be dedicated to the City or to any other entity as may be identified by the City for all on-site water supply facilities. (EIR.)

(f) The City shall cooperate with regional water purveyors to initiate a water conservation plan for the reduction of domestic water consumption in new development activities, such as standards for low-volume flush toilets. (EIR.)

(g) The water distribution plan for the Sunterra project shall be designed to utilize tertiary treated effluent for golf course and landscaping purposes. This will require isolated water distribution systems (for treated and domestic water) with pipelines clearly identified. (Public Comment; EIR.)

(h) The City shall cooperate in regional efforts to implement a water reclamation program to encourage the reuse of nonpotable water for recreational, irrigation, and impound purposes. (EIR.)

2.3.5 Potential Effect: Additional development could affect the quality of regional water supplies through the contamination of underground aquifers, importation of Colorado River water to offset overdraft conditions, and regional wastewater treatment practices.

Findings: The City hereby makes findings (1) and (3).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Finding 2.3.4, and Facts (b) and (1) in support of Finding 2.3.1, hereby are incorporated by reference.

(b) In order to reduce the possibility of water pollution through infiltration from septic tanks, all residential, commercial and recreational users within the City shall be connected to the City's sanitary sewer system. (EIR.)

(c) If street maintenance is to be financed through a homeowners' association, concurrent with the recordation of a final map, a covenant shall be recorded which obligates the homeowners' association to adopt and maintain a street sweeping program for all roadways within the map area. (EIR.) This will reduce the possibility of contamination of underground aquifers through polluted runoff.

(d) The underground or at-grade exterior storage of contaminants, such as petrochemical materials, pesticides, and fertilizers, shall conform to standards imposed by the State and Riverside County Health Department and shall be designed and managed to minimize the infiltration of contaminants and underground aquifers. Liquids, soluble or toxic materials, and any materials which can be carried away by runoff shall be contained in water-proof containers. Uncontained stockpiled materials shall be covered with water-proof material when not in use and shall be surrounded by a trench capable of retaining runoff on-site. (EIR.)

2.4 BIOTA

2.4.1 Potential Effect: Increased development activities could result in the loss of diverse plant communities which are restricted in distribution.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Facts (a) - (d), (f), and (j) - (n) in Support of Finding 1.1.1 hereby are incorporated by reference.

2.4.2 Potential Effect: Increased development activities could result in the loss of less mobile habitat-dependent wildlife forms.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Finding 1.1.1 hereby are incorporated by reference.

2.4.3 Potential Effect: Erosion and the siltation of streambeds and drainage courses could have adverse effects on wildlife habitats.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Findings 2.2.1, 2.2.2 and 2.2.3 hereby are incorporated by reference. Mitigation measures to control erosion and the siltation and alteration of drain courses will substantially reduce impacts on wildlife habitat.

2.4.4 Potential Effect: Vegetative cover loss and human encroachment within the foothill and mountainous areas of the Santa Rosa Mountains could result in the displacement of wildlife.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Fact (a) in Support of Finding 2.2.2, and Facts (a), (d), (f), (h) and (k) - (n) in Support of Finding 1.1.1 hereby are incorporated by reference.

2.4.5 Potential Effect: Habitat loss and human encroachment could adversely affect threatened and endangered species.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Facts (a), (b), (d) - (f), and (j) -(n) in Support of Finding 1.1.1 hereby are incorporated by reference.

2.5 TRAFFIC/CIRCULATION

2.5.1 Potential Effect: Regional future traffic demands on Highway 111, as projected by the CVAT study, could reduce traffic flow below Level of Service C.

Findings: The City hereby makes findings (1) and (2).

Facts in Support of Findings: The following measures will result in a substantial reduction of the adverse impacts of the identified significant effect.

(a) At present, Highway 111 operates at LOS B, an acceptable level of service. The CVAT study indicates that future demands may cause traffic flow on Highway 111 to operate below LOS C. The City will mitigate this impact by the adoption of a Specific Plan for the Highway 111 Corridor. This plan is currently under preparation and reflects the General Plan's recognition that Highway 111 is the City's highest volume corridor and that methods of accommodating future traffic demands must be developed in order to insure adequate traffic flow through the City. (General Plan.)

(b) The Highway 111 Specific Plan will provide for two lands of travel in each direction with additional turning lanes at principal intersections to serve traffic demands. (General Plan.) Based on the CVAT Study and General Plan projections, configuration should provide adequate capacity for the operation of Highway 111 at an acceptable level of service. Although the CVAT study concludes, "based on future needs assessment and subject to agreements between CalTrans and [the Cities of Indian Wells, La Quinta and Indio]," that Highway 111 should be widened to six lanes through its entire length, the proposed four-lane configuration is adequate for foreseeable traffic levels. Because the existing right-of-way is adequate to accommodate six travel lanes,

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implementation of the four-lane configuration will not foreclose future options for the inclusion of six lanes, if necessary under future traffic conditions.

(c) CalTrans' San Diego District Route Concept Report designates Highway 111 as a "four-lane highway." The Route Concept Report is a long-range planning document which identifies and forecasts State highway demands to the year 2005. (Administrative Record.) The designation of Highway 111 as a four-lane highway confirms the City's analysis of traffic demands and the four-lane configuration.

(d) Separate bicycle/golf cart facilities shall be provided along Highway 111. This measure will permit the use of bicycles and golf carts for short trips along Highway 111 reducing automobile traffic, and will eliminate the possibility that bicycles and golf carts will impede traffic on Highway 111. (General Plan.)

(e) Traffic signal coordination shall be provided to assist in providing for a smooth flow of traffic through the City. (General Plan.)

(f) Signalized intersections should be spaced at half-mile increments and half signals shall be utilized for intermediate locations where signalization is required, in order to provide for a smooth flow of traffic. (General Plan.)

(g) "Right turn only" access shall be provided at selected locations where justified. (General Plan.)

(h) Bus turnout areas shall be provided at all potential bus stop locations, in order to prevent busses from impeding traffic flow. (General Plan.)

(i) A raised median shall be provided with left turns from Highway 111 into adjacent property at limited locations. (General Plan.)

(j) Prior to the issuance of any building permits or approval of a tentative parcel or tract map which may result in the improvement of a City roadway to less than those standards which are identified in the then existing County Highway Plan, or which could impose constraints to the subsequent widening of the roadway to not less than County right-of-way standards, the City shall coordinate street improvement plans with the County Road Department

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to ensure consistency between County and City circulation plans. (Public Comment; EIR.) This measure will ensure that future planning along Highway 111 will be consistent with regional planning efforts.

(k) The County of Riverside Road Commissioner, as well as the California Department of Transportation, shall be provided adequate opportunity to provide input into the Specific Plan process for Highway 111. The agencies' formal review of the draft Specific Plan shall occur prior to the City Council or Planning Commission taking action. (Public Comment; EIR.) This measure will ensure that future planning along Highway 111 will be consistent with regional planning efforts.

(1) The General Plan policies and mitigation measures intended to provide for adequate traffic flow within the City will help to insure adequate traffic flows on Highway 111. Therefore, the Facts in Support of Findings 2.5.1 and 2.5.3 hereby are incorporated by reference.

2.5.2 Potential Effect: If left unmitigated, projected traffic demands from the City and surrounding areas could result in the eventual disfunction of a number of roadways in the City. (See Finding 2.5.1 for a specific discussion of Highway 111.)

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Finding 2.5.1 and 2.5.3 hereby are incorporated by reference.

(b) The circulation plan included in the General Plan's Circulation Element adequately accommodates traffic, assuming complete buildout of the City under the General Plan Land Use Element and regional traffic as predicted by the Coachella Valley Area Transportation Study. Each of the arterial classifications in the Circulation Plan is related to vehicular capacity. Daily traffic volumes at the year 2010 were utilized to determine the appropriate street classification and to develop roadway classification capacities for the City. (General Plan.) Therefore, the General Plan Circulation Element will prevent disfunction of roadways within the City.

(c) Adequate circulation and access within residential and commercial developments in the City are important to an efficiently operating circulation system. Therefore, guidelines governing internal circulation in residential and commercial developments have been developed as part of a circulation plan. (General Plan.)

(d) The City shall require new development and expansion of existing development to provide necessary street improvements for which these developments generate demand. Street improvements shall include on-site transportation facilities, necessary access improvements, and street widenings. (General Plan.)

(e) In order to minimize the impacts of development on the circulation system, the City shall review all site plans, rezoning applications, and proposed General Plan amendments with respect to their impact on the circulation system, and require revisions as necessary. (General Plan.)

(f) The City shall coordinate with other government entities, including CalTrans, CVAG, LAFCO and adjacent communities, in implementation of the City's Circulation Plan and Coachella Valley - Wide Circulation Improvements. (General Plan.)

(g) The Facts in Support of Finding 2.5.5 hereby are incorporated by reference.

(h) The City shall provide and maintain a street system which maintains a Minimum Level of Service (LOS) "D" at roadway intersections. (General Plan.)

(i) Subsequent approvals for projects adjacent to major arterial, primary arterial, secondary arterial and/or collector streets shall be subject to the implementation of the traffic and circulation improvements identified in the General Plan and as may be recommended in site-specific traffic analysis, and shall be implemented in accordance with design standards therein. (Public Comment; EIR.)

2.5.3 Potential Effect: The development of the 640-acre Sunterra destination resort project could result in increased daily and peak hour trip projection.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City certified Final EIR 6-86-1 for the Sunterra project on April 30, 1987. This EIR is incorporated by reference in EIR 6-88-1. EIR 6-86-1 evaluates City-wide and regional transportation impacts of Sunterra within the context of a regional traffic analysis.

(b) Anticipated daily and peak hour trip generation from the Sunterra Project correspond to the trip generation factors assumed in the CVAT Study, on a daily and peak hour basis. (EIR.) Therefore, the use of the CVAT Study to determine probable future traffic levels adequately accounts for increases from the Sunterra Project.

(c) The Zoning Code incorporates a number of requirements for transportation improvements related to the Sunterra project. The Zoning Code requires that traffic mitigation measures, as determined by the City and identified in the traffic analysis completed for Final EIR 6-86-1, must be adhered to, along with other measures resulting from any subsequent studies that may be required by the City. (Code Amendment.)

(d) The Zoning Code requires that, subject to gaining approval of the necessary rights-of-way and permits, the developer must provide the following improvements to roadways surrounding the site: Fred Waring Drive must be improved for ultimate street width and have capacity adjacent to the site in accordance with the Circulation Element of the City General Plan; the north half of Fred Waring Drive must be improved within one year after the issuance of a grading permit; 42nd Avenue must be completed between Hovley Lane and the eastern boundary of the development in accordance with the Circulation Element of the City General Plan; and Eldorado Drive (Sunterra Drive) must be completed between 42nd Avenue and Country Club Drive for such width and lane capacity as deemed appropriate by the City. (Code Amendment.)

(e) The Zoning Code provides that project access shall consist of such adequate ingress and egress as deemed appropriate by the City. This may require a minimum of two inbound and three outbound lanes at the primary entrance. (Code Amendment.)

(f) The Zoning Code provides that the intersection of Sunterra Drive and 42nd Avenue must be signalized. The developer must deposit with the City an amount equal to one-half of the cost of the traffic signal. The City may require the developer to install additional on-site and off-site signalization as more detailed traffic studies are performed and discussions with adjacent jurisdictions continue. (Code Amendment.)

(g) The Zoning Code provides that the developer shall participate in the future financing of a Cook Street all-weather crossing at the Whitewater River Channel and a future Cook Street/Interstate 10 Freeway interchange. An all-weather crossing at Fred Waring Drive and the Whitewater River Channel shall be considered by the City for development participation. Such participation may take the form of a benefit assessment district, special tax district or other financing mechanism, as deemed appropriate by the City. (Code Amendment.)

(h) The Zoning Code provides that the developer must finance the construction of an all-weather crossing of the Whitewater River channel at Eldorado Drive. (Code Amendment.)

(i) The Zoning Code provides that the developer must cooperate with Sunline Transit District in order to formulate a plan to provide transportation to development employees. (Code Amendment.)

(j) The Zoning Code provides that prior to issuance of a building permit, an amount equal to one-half of the cost of a traffic signal for the intersection of Fred Waring Drive and Eldorado Drive must be deposited with the City. (Code Amendment.)

(k) The Zoning Code provides that a roadway from the Eldorado Drive entrance (at Fred Waring Drive) to the most southerly hotels and related facilities shall be provided to facilitate adequate emergency access. (Code Amendment.)

(l) These Zoning Code provisions incorporate all of the requirements of the General Plan policies. They require street improvements, they represent the result of a lengthy and thorough analysis of potential traffic impacts of the Sunterra project, and they require coordination with other agencies and adjacent jurisdictions to ensure that necessary circulation improvements are installed. Both the Sunterra EIR and the

General Plan EIR conclude that area roadways will generally operate at acceptable levels of service upon buildout under the General Plan, taking into account both the effects of the Sunterra project and cumulative regional traffic. While it would be impossible to mitigate all regional traffic impacts by imposing conditions on a single project or a single city, the proposed Zoning Code provisions relating to Sunterra and the General Plan circulation system are consistent with the policy of providing a safe and efficient circulation system that links all part of the area. (EIR.)

2.5.4 Potential Effect: Special event activities, such as golf and tennis tournaments, may result in parking deficiencies resulting in impeded traffic flows and in demands on off-site facilities and public transportation.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) All special events proposed within the City, including golf or tennis tournaments, where projected or historic attendance exceeds on-site parking capabilities, shall be subject to a temporary or conditional use permit which identifies off-site parking facilities, the transportation of attendees from such facilities to the event, the maintenance of those facilities and any such other factors as, in the judgment of the City, may be necessary to address public health and safety considerations. (EIR.)

2.5.5 Potential Effect: The Riverside County General Plan identifies a bikeway system in the vicinity of the City.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City, in cooperation with the County, shall investigate the extension of the County bikeway system through the City. All Class I and Class II bikeway improvements shall conform with adopted State and County design criteria. (EIR.)

(b) The City shall identify and implement, where practical, Class I, II and III bike routes within the City. These bike routes shall interface with both regional bikeways and existing and proposed bikeways in adjacent communities. The establishment of these bikeways will provide a significant regional link in the County's bikeway network. (Public Comment; EIR.)

2.5.6 Potential Effect: Increased development may increase demands on public transportation, particularly in connection with new employment-generating uses within the City.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Prior to the approval of any final tract or parcel map, the property owner shall obtain the City's approval of the on-site vehicular and non-vehicular circulation system. The system shall consider and include the interface with off-site transportation systems, including public transportation routes. (EIR.)

(b) Prior to the approval of any tentative tract or parcel map, the City shall solicit input from public transportation providers concerning the incorporation of appropriate design considerations for inclusion into project design for the promotion of public transit ridership. (EIR.)

(c) New homeowner packets shall include information on transportation alternatives. For example, the City is served by Commuter Computer in San Bernardino. (EIR.)

(d) This impact shall be further mitigated by General Plan Circulation Element Policies 1.1, 1.2, 2.1 and 2.2, and Goal 2. (General Plan; EIR.)

(e) These mitigation measures shall be further implemented by Subdivision Ordinance Chapter 20.24; Chapter 20.12, section 20.12.060; and tentative map conditions of approval. (Code Amendment; EIR.)

2.5.7 Potential Effect: During periods of flooding, portions of the roadwork network which cross flood control facilities at grade may become impassible, thereby

affecting public safety and exerting demands upon other components of the network.

Findings: The City hereby makes findings (1) and (2).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) In cooperation with the County of Riverside and the City of Palm Desert, the City shall encourage and support the widening of the Washington Street bridge at the Whitewater River Channel (County) and the construction of a new bridge at Cook Street and the Whitewater River (Palm Desert). (EIR.)

(b) The City shall promote and participate in the construction of all weather crossing of the Whitewater River Channel at (1) Eldorado Drive, (2) Fred Waring Drive and (3) Miles Avenue. The City shall undertake a study to determine a financial plan for the circulation improvements, to determine the costs and assign those costs on a proportional basis, based upon a benefit analysis, and may include the formation of an assessment district, Mello-Roos Community Facilities District, or other funding mechanisms as deemed appropriate by the City. The City shall seek the cooperation and participation of other governmental entities, including the County of Riverside and the City of Palm Desert, in the funding of these roadway improvements. (EIR.)

(c) This shall be further mitigated by General Plan Safety Element Policies 3.5 and 3.6; Circulation Element Policy 1.3; and implementation programs, including the formation of Special Facilities Districts.

2.5.8 Potential Effect: Incomplete components within the arterial street system within the City and the surrounding area, including limited access points to the I-10 Freeway and other unimproved components of the regional transportation network, decrease the capacity of the regional network to accommodate increased traffic demands.

Findings: The City hereby makes findings (1) and (2).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City, through its existing Council Committees, shall continue to participate with the Southern California Association of Governments, California Department of Transportation, Coachella Valley Association of Governments, Local Agency Formation Commission, County of Riverside and incorporated cities within the Coachella Valley in the formation, financing and implementation of improvements to the regional transportation system to facilitate the movement of people and goods. (EIR.)

(b) A north-south connector shall be constructed between Avenue 42 (Hovely Lane) and Avenue 44 (Fred Waring Drive), in order to further the completion of the regional grid pattern. Existing traffic analysis shows that a two-lane collector would adequately accommodate existing and projected future need; however, the location and design shall be coordinated with the County Road Department, and may involve the construction of a four-lane secondary arterial. The roadway shall be constructed in accordance with City standards. (Public Comment; EIR; General Plan.)

(c) This impact shall be further mitigated by General Plan Circulation Element Policy 1.3.

(d) The Facts in Support of Finding 2.5.3. hereby are incorporated by reference.

2.5.9 The construction of a north-south connector between Avenue 42 (Hovely Lane) and Avenue 44 (Fred Waring Drive) could have impacts on City and regional transportation.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The connector was proposed as a mitigation measure by the Office of the Road Commissioner and County Surveyor. It is intended to help complete the regional grid system, thereby resulting in positive impacts on the regional circulation system.

(b) A worst-case analysis of the north-south connector shows that it would add incremental numbers of trips to Fred Waring Drive and Highway 111. The relatively small volumes of traffic which would be generated by this connector do not constitute a significant effect on these thoroughfares. Approximately 7,500 Sunterra-related vehicles would use the connection, resulting in a minor reduction in projected traffic volumes on Cook Street south of Hovely Lane and on Washington Street south of Avenue 42. These reductions would not change the levels of service on these streets or their recommended classifications. (EIR.)

(c) The impacts of the connector would not differ if it is constructed as a two-lane connector or a four-lane secondary arterial. The amount of projected traffic which will utilize the connector is less than the capacity of either configuration. (EIR.)

(d) An all-weather crossing shall be constructed across the Whitewater Channel, ensuring that no traffic delays or threats to public health and safety are caused by flooding. (EIR.)

2.6 AIR QUALITY

2.6.1 Potential Effect: Construction activities will result in short-term emissions of dust (suspended particulates).

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Normal wetting procedures or other dust palliative measures shall be followed during site preparation (excavation and grading operations) to reduce fugitive dust emissions and in order to meet District Rule 403 requirements. (EIR.)

(b) Roadways shall be periodically swept or otherwise cleared of dirt and other contaminants to minimize fugitive dust. Clearing practices shall avoid the discharge of surplus water into existing flood control facilities. (EIR.)

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(c) The City shall require that vegetative cover associated with landscaping be implemented as soon as practicable following final grading activities. (EIR.)

(d) This impact shall be further mitigated by General Plan Safety Element Policies 1.1 and 1.2; Conservation and Open Space Element Policies 2.7 and 2.8; South Coast Air Quality Management District Regulation IV, Prohibitions, Rule 403; and the preparation of a grading ordinance. (EIR; General Plan.)

2.6.2 Potential Effect: Long-term emissions will result from stationary sources, including natural gas combustion and off-site electrical generation, and from motor vehicle emissions.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Facts in Support of Finding 1.3.5 hereby are incorporated by reference. These measures will ensure that local impacts are mitigated to a level of insignificance, although cumulative regional effects will occur.

(b) Energy conservation measures shall be incorporated into project-specific design, thereby reducing long term emissions from stationary sources. (EIR.)

(c) This impact shall be further mitigated through General Plan Conservation and Open Space Element Policy 2.6, 2.8 and 2.9; Circulation Element Policies 3.4 and 3.5; Public Services and Facilities Element Policies 2.1, 2.2, 2.3, 2.4 and 2.5; AQMP Control Measure 18 - Employee Directed Ride Sharing, Control Measure 110 Modified Work Schedule; and Subdivision Ordinance Chapter 20.12, Section 20.12.060.

(d) The Facts in Support of Finding 2.5.6 hereby are incorporated by reference. Increased use of public transportation will reduce automobile emissions.

(e) Facts (d) and (e) in Support of Finding 2.8.10, and Fact (a) in Support of Finding 2.8.11, hereby are

incorporated by reference. Decreased energy use will reduce stationary emissions.

2.7 NOISE

2.7.1 Potential Effect: Construction equipment and activities will generate short-term increases in noise levels.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Whenever feasible, construction equipment shall be stored on the project site to eliminate heavy duty equipment truck trips. (EIR.)

(b) All construction vehicles shall be equipped with the most modern noise mufflers, and all engines shall be kept in proper tune. (EIR.)

(c) Grading and other construction activities, including the repair and maintenance of construction equipment, shall be restricted to the hours and days established by the City's noise ordinance. (EIR.)

(d) This impact shall be further mitigated by General Plan Noise Element, Goals 1 and 2, and Policy 2.3; and through the preparation of a grading ordinance and an update of the existing noise ordinance.

2.7.2 Potential Effect: Increased levels of traffic will generate increases in noise levels along City roadways and throughout the region.

Findings: The City hereby makes findings (1) and (2).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Prior to the approval of any tentative tract or parcel map for residential developments, an acoustical study shall be prepared and submitted by the Project proponent for each map area. The study shall identify mitigation measures necessary to achieve a noise level of

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45 CNEL in all indoor living areas, and a noise level of 65 CNEL in all private outdoor living areas (e.g., patios, balconies, and private yards). These measures shall be incorporated into the design and construction of the Project. (EIR.)

(b) Trash pickups, parking lot sweeping, general deliveries and pickups, leaf blowers, and other mechanized landscape equipment will be restricted to the hours specified by the City's Noise Ordinance. (EIR.)

(c) The City shall undertake and complete a Specific Plan for the Highway 111 Corridor, incorporating an acoustical study which identifies specific mitigation measures to reduce exterior noise levels to within established City standards. Implementation of the mitigation measures shall be required as a condition for map approval or permit issuance. (Public Comment; EIR.)

(d) General Plan Noise Element Policies 1.1, 1.2, 2.1 and 2.3 shall further mitigate this impact.

(e) These mitigation measures shall be further implemented by Subdivision Ordinance Chapter 20.12 and by an update of the existing noise ordinance.

2.7.3 The development of commercial uses could have noise impacts on adjacent uses.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City shall require commercial activities to limit their impacts upon adjoining land uses and/or adjoining land which is designated for residential land uses. Prior to the approval of any activity not permitted by right in a commercial zone and requiring a conditional use permit, the applicant shall prepare and submit an acoustical study if, in the judgment of the City, the activity may produce adverse impacts. The study shall demonstrate that the exterior noise levels that may be produced by that use, the hours during which noise impacts may occur, and the mitigation measures to be implemented will be adequate to minimize potential impacts. Land use activities which will produce a noise level in excess of

65 CNEL, after mitigation and excluding construction periods, shall be prohibited. (Public Comment; EIR.)

(b) The Zoning Code requires the Sunterra project to mitigate any noise impacts by restricting the hours of excavation and construction activities, and by shielding all electrical transformers and air conditioning by fences or other barriers. Traffic and other noise impacts will be further mitigated by the construction of a masonry wall not less than six feet in height adjacent to residentially-zoned properties, the development of a landscaped border with a minimum 35-foot width and a 6-foot masonry wall along Fred Waring Drive and Avenue 42, and a 6-foot masonry wall with intermittent wrought iron around the rest of the development. (Code Amendment.)

2.8 PUBLIC SERVICES AND UTILITIES

2.8.1 Potential Effect: Additional demand upon regional library services will occur as a result of population increases resulting primarily from additional year-round residency.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City shall join the Riverside City/County Public Library system to facilitate accessibility to library services for City residents, or shall encourage development of City and private library programs. (EIR.)

(b) This impact shall be further mitigated by General Plan Public Services and Facilities Element Policies 1.1, 1.2 and 1.3.

2.8.2 Potential Effect: Additional demands upon medical facilities will occur, particularly with respect to the health needs of those over 65 years of age.

Findings: The City hereby makes finding (1) and (2).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City shall cooperate with private sector and state regional planning efforts for the provision of necessary health services. (EIR.)

(b) General Plan Public Services and Facilities Element Policy 1.2 shall further mitigate this impact.

2.8.3 Potential Effect: Increased residential development will result in increased demands on the school system.

Findings: The City hereby makes findings (1) and (2).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) In cooperation with area-wide school districts, including but not limited to the Desert Sand School District, the City shall participate in regional planning efforts to assure the continuing availability of public educational facilities to address Project-specific facility demands. (EIR.)

(b) Prior to the issuance of any residential or commercial building permits, the City shall assure that school district fees, authorized under AB 1929 (Government Code Section 65995) have been collected. (EIR.)

(c) General Plan Public Services and Facilities Element Goal 1 and Policy 1.2 shall further mitigate this impact.

2.8.4 Potential Effect: Population increases will result in increased demands on governmental/civic services.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City shall undertake and complete the preparation of a spatial analysis of existing Civic Center facilities to ascertain the capabilities of those facilities and to address projected facility demands for municipal government, police and fire department services. That study shall be prepared in cooperation

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with the Riverside County Fire and Sheriffs Departments and shall include recommendations for the expansion of facilities, the phasing of activities, and the funding strategy, including the formation of Mello-Roos districts, for any required capital improvements. (EIR.)

(b) General Plan Public Services and Facilities Element Policies 1.2 and 1.4, and Safety Element Policy 1.5 shall further mitigate this impact.

2.8.5 Potential Effect: The City's increased population will require additional police protection, requiring additions to the personnel of the Sheriff's Department.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The facts in support of finding 2.8.4 hereby are incorporated by reference.

(b) Prior to the approval of any tentative tract or parcel map, or issuance of building permits for multi-family residential use, resort commercial development or general commercial development, other than improvements to existing facilities, the Riverside County Sheriff's Department shall be afforded the opportunity to review and comment upon plans to facilitate emergency access, to ensure the incorporation of "defensible space" strategies, and to offer design recommendations to reduce potential demands upon police services. (EIR.)

(c) All lockable pedestrian and vehicular access gates shall be equipped with a "Knox Box" device to the satisfaction of the police and fire departments. (EIR.)

(d) A mitigation fee (service fee) program shall be instituted to proportionately allocate costs associated with capital outlays for Sheriff's Department equipment and outlays. (Public Comment; EIR.)

(e) General Plan Public Services and Facilities Element Goal 1, Land Use Element Goal 1 and Safety Element Goal 3 and Policy 2.3 will further mitigate this impact.

(f) These mitigation measures shall be further implemented through Subdivision Ordinance Chapter 20.12, Section 20.12.060.

(g) The Zoning Code provides that the impacts of the Sunterra project will be mitigated by requirements that the developer agree to the formation of a special tax district to provide necessary funding for additional law enforcement equipment and personnel that may be needed; that preventive private patrols shall be utilized during construction to decrease the opportunity for thefts; that a security alarm system shall be installed for all buildings within the development or as otherwise appropriate; and that landscaping and lighting plans shall consider security lighting for building and parking areas. (Code Amendment.)

2.8.6 Potential Effect: Additional development will result in increased demand for fire protection services and facilities.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Prior to the approval of any tentative tract or parcel map, the applicant requesting the approval shall submit detailed design plans for accessibility of emergency fire equipment, fire hydrant location, and other construction fixtures to the Riverside County Fire Department for review and approval. Every building constructed within the City shall be accessible to fire department apparatus. The width and radius of any driving surface shall meet the requirements of the Uniform Fire Code and City Standards. (EIR.)

(b) The water supply system for each site-specific activity shall be designed to provide sufficient fire flow pressure and storage capacities in accordance with fire department requirements. (EIR.)

(c) Prior to commencement of structural framing on each parcel or lot, accessible fire hydrants shall be installed and charged within 150 feet of all portions of any exterior walls of the first floor of each building and in conformance with Uniform Fire Code and City Standards. (EIR.)

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(d) Emergency response planning shall be required with any new development. Such practices shall be made available to interested citizens. (EIR.)

(e) Prior to the issuance of building permits, definitive construction plans and specifications shall be submitted to the Riverside County Fire Department. Requirements imposed by the Fire Department shall be incorporated into project design and shall become a condition for permit issuance. (Public Comment; EIR.)

(f) The facts in support of finding 2.8.4 hereby are incorporated by reference.

(g) General Plan Public Services and Facilities Element Goals 1 and 2, and Safety Element Goal 1 and Policy 2.3 shall further mitigate this impact.

(h) These mitigation measures shall be further implemented through the Uniform Fire Code, Subdivision Ordinance Chapter 20.12, Section 20.12.060.

(i) The Zoning Code provides that the impacts of the Sunterra project will be mitigated by requirements that the developer agree to the formation of a special tax district to provide necessary funding for additional fire protection equipment and personnel that may be needed; that plans and specifications shall be submitted to the Fire Department, and requirements for necessary permits shall be satisfied, prior to commencement of construction; that access for Fire Department apparatus and personnel to and into all structures shall be provided; that fire hydrants shall be positioned within the site according to Municipal Code and Fire Department specifications; that the developer shall participate in the funding of the purchase of a new piece of aerial truck company apparatus, unless otherwise agree by the City in cooperation with the Fire Department; and that fire protection requirements of the Uniform Fire Code and Life Safety Code Standards. (Code Amendment.)

2.8.7 Potential Effect: Development may occur in areas which currently are not served by water distribution facilities.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Existing distribution lines shall be extended and/or upsized as required at a project-specific level. Prior to the approval of any final tract or parcel map, the applicant shall submit plans, including sizing requirements for the sanitary sewer system within each map area, for review and approval by the City engineer. The sewer system for each Project shall be funded, constructed, and maintained in accordance with the requirements of the Coachella Valley Water District and the City. (EIR.)

(b) General Plan Public Services and Facilities Element Goal 1 and Policy 1.5, and Land Use Element Goal 2, shall further mitigate this impact.

(c) These mitigation measures shall be further implemented through Subdivision Ordinance Chapter 20.12.

2.8.8 Potential Effect: Development permitted by the Project would utilize part of remaining sewer capacity.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Prior to the approval of any final tract or parcel map, the location, phasing, bonding and details of the sewer facilities shall be determined by street configuration, lot layout, gravity flow and shall be based upon a subsequent sewer study performed for and paid for by the applicant. (EIR.)

(b) This mitigation measure shall be further implemented through Subdivision Ordinance Chapter 4.00.000.

(c) General Plan Land Use Element Goal 2 and Public Services and Facilities Element Goal 1 shall further mitigate this impact.

2.8.9 Potential Effect: The Project will result in the generation of additional solid waste.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Solid waste management is administered by the County of Riverside, which is responsible for the preparation and updating of a solid waste management Master Plan. The Master Plan addresses long-term facility requirements so as to assure the availability of adequate disposal services to address existing and projected development. (EIR.)

(b) No unique disposal requirements are anticipated from the proposed project. (EIR.)

(c) Solid waste handling provisions shall be in accordance with City standards for the screening of trash receptacle areas and access for trash pickup (EIR), in accordance with Land Use Element Goal 3 and as implemented through Zoning Ordinance Chapter 21.50, Section 21.50.065.

(d) The Zoning Code requires the Sunterra project to pre-compact refuse prior to disposal. (Code Amendment.)

2.8.10 Potential Effect: Additional development will result in an increased demand for natural gas.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Extensions and related improvements to the natural gas distribution system shall be installed as development occurs. (EIR.)

(b) Prior to the issuance of building permits, the applicant requesting such permits shall confer with the Southern California Gas Company and the City Building Department during the building design phase for the purpose of including energy conservation methods and practices to the maximum extent feasible. (EIR.)

(c) All building construction shall comply with the California Energy Commission's Conservation requirements

in the standards outlined under Title 24 of the California Administrative Code. (EIR.)

(d) Subdivision plans, architectural and landscape design plans shall promote, to the extent possible, opportunities for maximizing solar exposure, shading and natural cooling, and solar hot water heating, either directly through system installation or indirectly through provisions for accommodating future retrofitting. (EIR.)

(e) General Plan Land Use Element Policy 2.2, Public Services and Facilities Element Goal 2 and Policy 2.1, and Conservation and Open Space Element Policy 2.9 shall further mitigate this impact.

(f) These mitigation measures shall be further implemented through Subdivision Ordinance Chapter 20.12, and Title 24 of the California Energy Code.

(g) The Zoning Code requires the developer of the Sunterra project to coordinate with Southern California Gas Company to facilitate provision of utility service, and to provide the City with a report indicating compliance with the needs of provider companies. The developer is further required to implement Code of Regulations Title 24 standards for nonresidential building construction. (Code Amendment.)

2.8.11 Potential Effect: Increased development will result in increased demand for electricity, requiring facility extensions which must be undergrounded.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Facts (b) through (f) in support of finding 2.8.10 hereby are incorporated by reference.

(b) Prior to the approval of any final tract or parcel map, the applicant, in cooperation with utility suppliers, shall identify any utility easements which may be required for the proposed project. All facilities shall be located within right-of-way easements dedicated with the recordation of any final maps. (EIR.)

(c) The conduit system for any electrical service, with associated concrete manholes and vaults, shall be installed underground in accordance with utility company requirements and those which may be imposed by the City. (EIR.)

(d) General Plan Land Use Element Goal 2 will further mitigate this impact.

(e) These mitigation measures shall be further enforced through Subdivision Ordinance Chapter 20.12 and Chapter 8.060.000.

(f) The Zoning Code requires the developer of the Sunterra project to coordinate with Southern California Edison Company to facilitate provision of utility service, and to provide the City with a report indicating compliance with the needs of provider companies. The developer is further required to implement Code of Regulations Title 24 standards for nonresidential building construction. (Code Amendment.)

2.9 AESTHETICS

2.9.1 Potential Effect: Increased development could result in a loss of pedestrian scale and of opportunities for community interaction.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Development standards shall require low-rise development in areas designed for residential use, in recognition of existing development patterns and topographical relief within the City, to minimize view interference and allow landscape elements to take on an increased visual importance. (EIR.)

(b) Proposed projects shall conform to design standards identified in the City's zoning ordinance, including review by the City's Architectural and Landscape Committee for projects involving exterior modifications. (EIR.)

(c) The City shall prepare a specific plan for the Highway 111 corridor, incorporating landscape standards

which preserve portions of existing palm groves and which incorporates a unifying landscape standard, including removal, replanting and maintenance. The Highway 111 plan shall encourage and facilitate opportunities for community interaction through the identification of public areas, cultural uses, the use of "streetscape," and the incorporation of pedestrian opportunities. (EIR.)

(d) Facts (b) - (c) in Support of Finding 2.1.1 hereby are incorporated by reference.

(e) General Plan Land Use Element Policies 1.1, 1.2, 5.1, 5.2, and 5.3, Circulation Element Policies 1.4 and 3.6, and Conservation and Open Space Element Policies 1.3 and 1.8 shall further mitigate this impact.

(f) These mitigation measures shall be further implemented through Zoning Ordinance Chapter 21.20, Chapter 21.22, Chapter 21.23, Chapter 21.24, Chapter 21.26, Chapter 21.27, Section 21.12.040 and Chapter 21.60.

(g) The Zoning Code requires approval of final development plans for the Sunterra project by the Architectural and Landscaping Committee, the Planning Commission and the City Council. Areas of concern shall include circulation, parking, heights, views and uses. Colors of structures shall be limited to desert tones. If the location of hotels is significantly changed from those identified in Final EIR 6-86-1, view studies shall be submitted for approval by the City. Design, installation and maintenance of decorative and functional pools, lakes or lagoons shall be subject to approval by the planning director, City Engineer and Architectural and Landscaping Committee. (Code Amendment.)

(h) The Zoning Code limits the height of the Sunterra project, as follows: within 1,600 feet of Fred Waring Drive, no structure shall exceed 60 feet in height; beyond 1,600 feet, no structure shall exceed 100 feet in height overall; within 100 lineal feet of the R-1 zone along the northerly and easterly boundary of the planning area, no structure shall exceed either one story or 15 feet in height; no structures other than hotels shall exceed 35 feet in height; and hotels shall have varying roof lines. (Code Amendment.)

2.9.2 Potential Effect: Increased development could reduce or eliminate views of the desert, mountains,

recreational and open space areas, and areas of natural habitat and vegetation.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The facts in support of Finding 2.9.2 hereby are incorporated by reference.

(b) Desert areas shall be preserved through the preservation of natural habitats, retention, maintenance and replanting of existing palm groves, or integration of a specific design element (e.g., palm trees) throughout the community. (EIR.)

(c) The Facts in Support of Finding 2.9.1 hereby are incorporated by reference.

2.9.3 Potential Effect: Short-term negative aesthetic impacts will occur during the construction period of new developments and roadways.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The facts in support of Finding 2.6.1 hereby are incorporated by reference.

(b) Facts (a) and (c) in support of Finding 2.7.1 hereby are incorporated by reference.

2.9.4 Potential Effect: Increased residential and commercial development could have light and glare impacts that affect nearby land uses or the "black sky" required by Palomar Observatory.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Low intensity lighting shall be used for roadway illumination and security where consistent with public safety. (EIR.)

(b) Roadway alignment for new public and private streets shall minimize the encroachment of vehicular lighting into adjacent residential areas through the use of grade separations, berms and/or fencing, and landscaping. (EIR.)

(c) The City shall adopt an exterior lighting standard to regulate light pollution in conformity with Riverside County Ordinance No. 655. (Public Comment; EIR.)

(d) General Plan Land Use Element Policy 3.4 and Circulation Element Goal 3 shall further mitigate these impacts.

(e) Zoning Ordinance Chapter 21.60.195 shall further implement these mitigation measures.

(f) The Zoning Code requires the developer of the Sunterra project to submit a comprehensive outdoor lighting plan for the various uses in the development for city review and approval. All security and aesthetic lighting must be directed on-site to reduce any local increases in illumination, loss of "dark sky" or impacts on adjacent properties. Where appropriate, non-reflective glass windows and building exteriors shall be utilized to reduce glare on adjacent residential uses. (Code Amendment.)

2.9.5 Potential Effect: The Project could permit the redistribution of land uses on the site of the Sunterra project.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City certified Final EIR 6-86-1 for the Sunterra project on April 30, 1987. This EIR is incorporated by reference in EIR 6-88-1. Aesthetic impacts were considered in detail in the Sunterra EIR. In evaluating land use compatibility issues, EIR 6-88-1 further evaluated the impacts of the Sunterra project under the General Plan and Code Amendment, and determined

that these impacts have been mitigated to a level of insignificance.

(b) The Project establishes the same requirements for height restrictions and landscaping as were described in the original EIR. The Zoning Code does not specify the location of uses on the site; therefore, it could permit the redistribution of land uses on the site (for example, the clustering of retail uses). This would not result in negative aesthetic impacts, however, because it would not be noticeable from outside of the site. Buffering, landscaping, and height restrictions would prevent aesthetic impacts. Buffering and landscaping would prevent any additional noise impacts.

(c) If the location of hotels is significantly changed from those identified in Final EIR 6-86-1, view studies shall be submitted for approval by the City. (Code Amendment.)

2.10 CULTURAL RESOURCES

2.10.1 Potential Effect: Development activities, including excavation, recompaction and site coverage, may have adverse impacts on areas with a potential for containing archaeological resources.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Mitigation measures designed to identify, record and preserve archaeological resources shall be incorporated for projects which are proposed in areas of "Potential Archaeological Resources" for all public and private development projects involving excavation. Mitigation measures shall include an archaeological survey and report by a consulting archaeologist. (EIR.)

(b) If a development proposal is determined to affect Native American resources, appropriate Native American groups or individuals shall be consulted during project analysis. (EIR.)

(c) Development proposals found to have significant potential impacts upon prehistoric resources shall provide adequate mitigation of those impacts, in accordance with

the recommendations of a consulting archaeologist, State CEQA guidelines and the City, including preservation in-site and development of an interpretative area. (EIR.)

(d) If archaeological resources are uncovered during site-specific grading activities, grading operations shall be suspended in the area of those resources and the City shall be immediately notified. (Public Comment; EIR.)

(e) If site-specific archaeological investigation identifies the presence of prehistoric resources, the City shall consult the Cabazon band of Mission Indians, the Native American Heritage Commission, and such other parties as may be identified as possessing special knowledge or expertise. (Public Comment; EIR.)

(f) General Plan Conservation and Open Space Policy 2.5 shall further mitigate this impact.

(g) These mitigation measures shall be further implemented through Subdivision Ordinance Chapter 20.12 Section 20.12.060.

2.11 GROWTH-INDUCING IMPACTS

2.11.1 Potential Effect: Employment-generating uses within the City will result in additional demands on the labor force and on housing.

Findings: The City hereby makes finding (1).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The City shall petition the Local Agency Formation Commission for formal inclusion of the Sphere of Influence within the City's planning jurisdiction. (EIR.)

(b) In response to identified housing needs, the City shall implement the actions identified in the Housing Element to facilitate the production and long term preservation of housing for all economic segments of the City, including persons employed within the City. (EIR.)

(c) The Facts in Support of Finding 2.1.5 hereby are incorporated by reference.

Colorado River water to offset overdraft conditions, and regional wastewater treatment practices.

Findings: The City hereby makes findings (1) and (2).

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Increased water consumption will produce an increase in the discharge of treated effluent. An expansion of the distribution system for treated effluent will partially offset increases in consumption demands, as will the introduction and implementation of water conservation techniques. (EIR.)

(b) The Coachella Valley Water District does not anticipate problems in providing potable water to area water consumers. (EIR.)

(c) The Facts in Support of Findings 2.3.4 and 2.3.5 hereby are incorporated by reference.

2.12.4 Potential Effect: Present, proposed and probable future development in the Coachella Valley will result in increased traffic on the regional transportation system.

Findings: The City hereby makes findings (1) and (2) with respect to traffic impacts, excluding the impacts specifically identified in Section 1.

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) The Coachella Valley Area Transportation Study identifies regional influences on the area's transportation system and formulates recommendations for remedial action. The implementation of these recommendations in response to future conditions by the County and other jurisdictions will address trip generation projections associated with regional growth projections. (EIR.)

(b) The Facts in Support of Findings 2.5.1 - 2.5.8 hereby are incorporated by reference.

2.12.5 Potential Effect: Present, proposed and probable future development in the Coachella Valley will result in increased noise levels in areas adjacent to the regional transportation system.

Findings: The City hereby makes findings (1) and (2) with respect to the identified impacts.

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Local noise is predominately a function of roadway traffic volume. Specific impacts depend upon roadway location, peak hour trips, the location of the receptor in relation to the source, and the existence of intervening structures or vegetation. The County and area jurisdictions should take into account these factors and formulate and implement appropriate mitigation measures.

(b) The Facts in Support of Findings 2.7.1 and 2.7.2 hereby are incorporated by reference.

2.12.6 Potential Effect: Present, proposed and probable future development in the Coachella Valley will result in increased regional demand on services and public utilities, including libraries, hospitals, educational facilities, governmental/civic services, police service and fire protection.

Findings: The City hereby makes findings (1) and (2) with respect to the identified impact.

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Policies of the County and other area jurisdiction should take into account projected increased demand for these services by providing facilities and manpower as needed.

(b) The Facts in Support of Findings 2.8.1 - 2.8.10 hereby are incorporated by reference.

2.12.7 Potential Effect: Present, proposed and probable future development in the Coachella Valley could result in increased urbanization, a decrease in open space, and

effects on views of natural features, resulting in adverse aesthetic impacts.

Findings: The City hereby makes findings (1) and (2) with respect to the identified impact.

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Planning efforts by other jurisdictions to minimize adverse visual impacts of increased development should mitigate this impact to a level of insignificance.

(b) The Facts in Support of Findings 1.1.1 - 1.1.2, 1.2.1, 1.3.1, 2.1.1, and 2.9.1 - 2.9.5 hereby are incorporated by reference.

2.12.8 Potential Effect: Present, proposed and probable future development in the Coachella Valley could result in development which could disrupt archaeological, paleontological and historic resources.

Findings: The City hereby makes findings (1) and (2) with respect to the identified impact.

Facts in Support of Findings: The following measures will mitigate the identified impact to a level of insignificance.

(a) Planning efforts by other jurisdictions to minimize disruption and to facilitate the identification, analysis and documentation of any significant archaeological, paleontological, and historical sites should mitigate this impact to a level of insignificance.

(b) The Facts in Support of Finding 2.10.1 hereby are incorporated by reference.

3. FINDINGS REGARDING ALTERNATIVES

3.1 ALTERNATIVE 1: "NO PROJECT" ALTERNATIVE

3.1.1 Description of Alternative: The EIR defines the Alternative 1, the "no project" alternative, as the maintenance of existing conditions.

3.1.2 Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City hereby finds that Alternative 1 is environmentally preferable to the Project.

Facts in Support of Finding: The no project alternative would preclude the environmental impacts associated with future growth and development, including traffic, air, aesthetic, and noise impacts. It would not permit the City to provide for the development of its regional share of affordable housing.

3.1.3 Effectiveness in Meeting Project Objectives: Alternative 1 would not meet the Project objective of complying with the Peremptory Writ of Mandate in Case No. Indio-50655 MF, requiring the City to bring the General Plan of the City into compliance with the requirements of Government Code section 65300 et seq. It would not meet Goal 4 of the General Plan Land Use Element ("Protect the fiscal integrity of Indian Wells) or Goal 5 of the Land Use Element ("Accommodate new development that is sensitive to the natural environment, and accounts for environmental hazards").

3.1.4 Feasibility: Alternative 1 is not feasible.

Facts in Support of Findings: On March 22, 1988, the Superior Court of California, County of Riverside, issued a Peremptory Writ of Mandate in Case No. Indio-50655 MF, requiring the City to bring the General Plan of the City into compliance with the requirements of Government Code section 65300 et seq. The no project alternative would not comply with the requirements of the Court's mandate.

Furthermore, the population of the Coachella Valley is expected to double over a 25-year period. It would not be feasible for Indian Wells to avoid all of these development pressures.

3.2 ALTERNATIVE 2: 1981 GENERAL PLAN
("ALTERNATIVE A")

3.2.1 Description of Alternative: This alternative would retain the land uses identified in the 1981 General Plan. Low-density residential development would be the dominant land use within the City, with an increased emphasis on commercial development. Land uses along the Highway 111 corridor would include very low density residential, medium-density residential, resort commercial and convenience commercial. Compared to the Project, the adoption of this alternative would result in a minor reduction in the number of residential units which could be developed and a substantial increase in the amount of retail commercial and resort commercial development which could occur.

3.2.2 Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City hereby finds that Alternative 2 is not environmentally superior to the Project.

Facts in Support of Finding: Alternative 2 would result in more intense land uses, with increased traffic and growth inducing impacts, as well as increased impacts relating to seismic hazards, water consumption, wildlife harassment, air quality and noise.

3.2.3 Effectiveness in Meeting Project Objectives: Alternative 2 would not meet the Project objective of providing for the development of the City as a primarily low-density residential area, because it would permit the development of strip commercial development along the City's main thoroughfare. It probably would meet the objective of generating sufficient revenues to provide for City services. It would not meet General Plan Land Use Element Goals 1, 3 and 5 ("Encourage development which maintains the City's very low density residential character," "Accommodate new development which is compatible with and complements existing land uses," "Accommodate new development that is sensitive to the natural environment, and accounts for environmental hazards"), Circulation Element Goals 1 and 3 ("Provide a safe and efficient street system that links all parts of the area for the movement of people and goods," "Provide a street system that contributes to residents' quality of life and minimizes impacts on the environment"), Public Services Element Goal 2 ("Encourage the conservation and

efficient use of nonrenewable resources"), and Noise Element Goals 1 and 2 ("Minimize the impact of traffic-generated noise on residential and other noise-sensitive land uses," "Minimize the impacts of noise spillover from commercial development and other noise-generating activities.")

3.2.4 Feasibility: Alternative 2 is feasible.

3.3 ALTERNATIVE 3: 1987 GENERAL PLAN
("ALTERNATIVE B")

3.3.1 Description of Alternative: This alternative would designate all vacant properties along Highway 111 as residential (primarily very low density, with some medium density), public recreational open space, or resort commercial. Compared to the Project, the approval of this alternative would result in an increase of 53 residential units and a decrease of approximately 25 hotel rooms.

3.3.2 Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City hereby finds that Alternative 3 is not environmentally superior to the Project.

Facts in Support of Finding: Alternative 3 is very similar to the Project. It would result in a minimal change in land uses, which would result in a minimal differential in environmental impacts.

3.3.3 Effectiveness in Meeting Project Objectives: Alternative 3 would meet Project objectives, except that the Project represents a better strategy for the provision of a diversity of housing types.

3.3.4 Feasibility: Alternative 3 is feasible.

3.4 ALTERNATIVE 4: 1987 GENERAL PLAN ALTERNATIVE
("ALTERNATIVE C")

3.4.1 Description of Alternative: Alternative 4 incorporates considerable retail commercial use, and new professional office space, along the Highway 111 corridor. Compared to the Project, the adoption of this alternative would result in a decrease in residential uses, a slight increase in resort commercial, and a substantial increase in retail commercial and professional office space.

3.4.2 Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City hereby finds that Alternative 4 is not environmentally superior to the Project.

Facts in Support of Finding: Alternative 4 would result in more intense land uses, with significantly increased traffic and growth inducing impacts, as well as increased impacts relating to seismic hazards, water consumption, wildlife harassment, air quality and noise.

3.4.3 Effectiveness in Meeting Project Objectives: Alternative 4 would not meet the Project objective of providing for the development of the City as a primarily low-density residential area, because it would permit the development of strip commercial development along the City's main thoroughfare. It would meet the objective of generating sufficient revenues to provide for City services. It would not meet General Plan Land Use Element Goals 1, 3 and 5 ("Encourage development which maintains the City's very low density residential character," "Accommodate new development which is compatible with and complements existing land uses," "Accommodate new development that is sensitive to the natural environment, and accounts for environmental hazards"), Circulation Element Goals 1 and 3 ("Provide a safe and efficient street system that links all parts of the area for the movement of people and goods," "Provide a street system that contributes to residents' quality of life and minimizes impacts on the environment"), Public Services Element Goal 2 ("Encourage the conservation and efficient use of nonrenewable resources"), and Noise Element Goals 1 and 2 ("Minimize the impact of traffic-generated noise on residential and other noise-sensitive land uses," "Minimize the impacts of noise spillover from commercial development and other noise-generating activities.")

3.4.4 Feasibility: Alternative 4 is feasible.

3.5 ALTERNATIVE 5: OWNERS' PROPOSAL ("ALTERNATIVE D")

3.5.1 Description of Alternative: This alternative incorporates land use designations which were requested by individual property owners during hearings and study sessions which accompanied the development of the 1988 General Plan. Compared to the Project, the adoption of this alternative would result in a decrease in residential units and a substantial increase in resort commercial, retail commercial and professional office space.

3.5.2 Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City hereby finds that Alternative 5 is not environmentally superior to the Project.

Facts in Support of Finding: Alternative 5 would result in more intense land uses, with significantly increased traffic and growth inducing impacts, as well as increased impacts relating to seismic hazards, water consumption, wildlife harassment, air quality and noise.

3.5.3 Effectiveness in Meeting Project Objectives: Alternative 4 would not meet the Project objective of providing for the development of the City as a primarily low-density residential area, because it would permit the development of strip commercial development along the City's main thoroughfare. It would meet the objective of generating sufficient revenues to provide for City services. It would not meet General Plan Land Use Element Goals 1, 3 and 5 ("Encourage development which maintains the City's very low density residential character," "Accommodate new development which is compatible with and complements existing land uses," "Accommodate new development that is sensitive to the natural environment, and accounts for environmental hazards"), Circulation Element Goals 1 and 3 ("Provide a safe and efficient street system that links all parts of the area for the movement of people and goods," "Provide a street system that contributes to residents' quality of life and minimizes impacts on the environment"), Public Services Element Goal 2 ("Encourage the conservation and efficient use of nonrenewable resources"), and Noise Element Goals 1 and 2 ("Minimize the impact of traffic-generated noise on residential and other noise-sensitive land uses," "Minimize the impacts of noise spillover from commercial development and other noise-generating activities.")

3.5.4 Feasibility: Alternative 5 is feasible.

3.6 ALTERNATIVE 6: SUNTERRA ALTERNATIVE 1

3.6.1 Description of Alternative: This alternative would retain the designation of the Sunterra property as resort commercial and would redesignate the land uses along Highway 111 to the land uses identified in Alternative 5 ("Owners' Proposal"). Compared to the Project, the adoption of this alternative would result in a reduction in land designated for residential use and a

significant increase in the amount of land designated for general commercial and office professional uses. The acreage of land designated for resort commercial use would remain approximately the same.

3.6.2 Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City hereby finds that Alternative 6 is not environmentally superior to the Project.

Facts in Support of Finding: Alternative 6 would result in substantially greater traffic and growth-inducing impacts. It also would involve increased impacts relating to air quality, water consumption, seismic safety, and noise.

3.6.3 Effectiveness in Meeting Project Objectives: Alternative 6 would not meet the Project objective of providing for the development of the City as a primarily low-density residential area, because it would permit the development of strip commercial development along the City's main thoroughfare. It would meet the objective of generating sufficient revenues to provide for City services. It would not meet General Plan Land Use Element Goals 1, 3 and 5 ("Encourage development which maintains the City's very low density residential character," "Accommodate new development which is compatible with and complements existing land uses," "Accommodate new development that is sensitive to the natural environment, and accounts for environmental hazards"), Circulation Element Goals 1 and 3 ("Provide a safe and efficient street system that links all parts of the area for the movement of people and goods," "Provide a street system that contributes to residents' quality of life and minimizes impacts on the environment"), Public Services Element Goal 2 ("Encourage the conservation and efficient use of nonrenewable resources"), and Noise Element Goals 1 and 2 ("Minimize the impact of traffic-generated noise on residential and other noise-sensitive land uses," "Minimize the impacts of noise spillover from commercial development and other noise-generating activities.")

3.6.4 Feasibility: Alternative 6 is feasible.

3.7 ALTERNATIVE 7: SUNTERRA ALTERNATIVE 2

3.7.1 Description of Alternative: This alternative would redesignate the Sunterra project as Very Low Density Residential (1-3 DU/acre). Development would be intensified along Highway 111, with peripheral areas being developed for low-density residential use. Compared to the Project, the adoption of this alternative would result in a substantial increase in the number of residential units that could be developed, a substantial increase in the amount of general commercial and office professional uses that could be developed, and a substantial reduction in the amount of resort commercial development.

3.7.2 Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City hereby finds that Alternative 7 is not environmentally superior to the Project.

Facts in Support of Finding: Alternative 7 would result in substantially greater traffic and growth-inducing impacts. It also would involve increased impacts relating to air quality, water consumption, seismic safety, and noise.

3.7.3 Effectiveness in Meeting Project Objectives: This alternative probably would meet the Project objective of providing adequate revenues for municipal services, but would not meet the Project objective of providing for the development of the City as a primarily low-density residential area, because it would permit the development of strip commercial development along the City's main thoroughfare. It would not meet General Plan Land Use Element Goals 1, 3 and 5 ("Encourage development which maintains the City's very low density residential character," "Accommodate new development which is compatible with and complements existing land uses," "Accommodate new development that is sensitive to the natural environment, and accounts for environmental hazards"), Circulation Element Goals 1 and 3 ("Provide a safe and efficient street system that links all parts of the area for the movement of people and goods," "Provide a street system that contributes to residents' quality of life and minimizes impacts on the environment"), Public Services Element Goal 2 ("Encourage the conservation and efficient use of nonrenewable resources"), and Noise Element Goals 1 and 2 ("Minimize the impact of traffic-generated noise on residential and other

noise-sensitive land uses," "Minimize the impacts of noise spillover from commercial development and other noise-generating activities.")

3.7.4 Feasibility: Alternative 7 probably would be feasible, assuming that commercial space along Highway 111 could generate enough revenues to support City services for existing residents and the increased number of residents that could result from this alternative.

3.8 ALTERNATIVE 8: SUNTERRA ALTERNATIVE 3

3.8.1 Description of Alternative: Under this alternative, both the Sunterra project and the properties along Highway 111 would be designated for residential use. Properties along Highway 111 would retain the land use classifications established by the Project, while the Sunterra property would be redesignated for residential use. This would result in a substantial increase in the number of residential units which could be developed, and a substantial decrease in the acreage of land designated for Resort Commercial use.

3.8.2 Comparison of the Effects of the Alternative to the Effects of the Proposed Project: The City hereby finds that Alternative 8 is environmentally superior to the Project.

Facts in Support of Finding: Alternative 8 would have reduced traffic and growth inducing impacts, and would involve decreased impacts relating to air quality, water consumption, seismic safety, and noise.

3.8.3 Effectiveness in Meeting Project Objectives: Alternative 8 would meet the Project objective of providing for the predominately low-density development of the City. It would not meet the Project objective of maintaining high levels of municipal services. It would not meet General Plan Land Use Element Goal 4 ("Protect the fiscal integrity of Indian Wells.")

3.8.4 Feasibility: Alternative 8 is not feasible.

Facts in Support of Findings: The City's 1988-89 budget indicates that existing residential development in the City currently demands \$850,000 in service costs above the revenue that it yields. Revenues generated by the residential community cover less than 30% of the costs

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generated by residential uses. In order to make up the annual \$850,000 deficit, approximately \$85 million in annual sales from retail commercial uses would be required, requiring an estimated 500,000 square feet of commercial use. This amount of retail space would consume approximately 52 acres of land. If additional revenues did not come from retail commercial, it could be generated by resort commercial uses. Without either of these sources of income, however, the City would be deprived of sufficient revenues to provide adequate services to its residents.

4. PROPOSED MITIGATION MEASURES AND ALTERNATIVES WHICH WERE NOT ADOPTED

4.1 MEASURE PROPOSED BY DEPARTMENT OF TRANSPORTATION

4.1.1 Proposed Mitigation Measure: The City should establish a "fair share" funding mechanism for the widening of State Route 111.

Finding: The City hereby finds that the potential impact addressed by the proposed mitigation measure has been addressed by other mitigation measures set forth in the EIR.

Facts in Support of Findings:

(a) The City is in the course of developing a Highway 111 Specific Plan. During the review and approval process for this Specific Plan, alternative funding strategies will be examined. At the General Plan level, narrowing funding strategies, or dictating design solutions, could foreclose future planning options.

4.2 MEASURES PROPOSED BY THE CITY OF PALM DESERT

4.2.1 Proposed Mitigation Measure: The City should encourage a more uniform dispersal of traffic generated by developments.

Finding: The City hereby finds that the proposed measure would not result in the reduction of an adverse environmental effect.

Facts in Support of Finding:

(a) Under many possible circumstances, a more uniform traffic dispersal would not reduce traffic. Roadways are designed to accommodate differing traffic loads; a uniform dispersal may result in an unacceptable level of service upon certain roadways, while other traffic routes may operate with additional service capacity. Therefore, the implementation of this mitigation measure could increase traffic impacts.

4.2.2 Proposed Mitigation Measure: The City should amend the zoning ordinance to state that "A meaningful public-primary access from Fred Waring Drive (one that encourages its use through design) shall be provided prior to development." This comment appears to refer to the Sunterra project.

Finding: The City hereby finds that the potential impact addressed by the proposed mitigation measure has been addressed by other mitigation measures set forth in the EIR, and that the proposed measure would not result in the reduction of an adverse environmental effect.

Facts in Support of Findings:

(a) There are two points of public vehicular access to Sunterra: one at Avenue 42 and Eldorado Drive and the other at the eastern boundary of the property at Avenue 42. Access for emergency and shuttle vehicles is also provided on Fred Waring Drive at Eldorado. Traffic generation, distribution and impacts were evaluated in the FEIR for the Sunterra Master Plan, which concludes that some of the traffic relating to the Sunterra project would affect roadways within Palm Desert, but that all local roadways would remain within acceptable levels of service. The Project EIR also concludes that, upon buildout of the Project, all roadways within the region would operate at acceptable levels of service. Country Club Drive between Portola Avenue and Eldorado Drive, located in Palm Desert, would operate at level of service "D." Sunterra would contribute only approximately 4,000 daily trips to this segment, compared to 1984 volumes during peak months of 19,100 daily trips. While Sunterra, in conjunction with other regional traffic, would contribute to the decrease in the level of service of this segment, the level of service would still be acceptable. Therefore, the traffic impacts of the Project do not constitute a significant adverse impact on regional circulation.

4.3 MEASURE PROPOSED BY THE CABAZON BAND OF MISSION INDIANS

4.3.1 Proposed Mitigation Measure: All projects dealing with previously undisturbed land should be required to do an archaeological study and notify the tribe prior to any decision on such property.

Finding: The City hereby finds that the potential impact addressed by the proposed mitigation measure has been addressed by other mitigation measures set forth in the EIR, and that the mitigation measure would not reduce a significant adverse effect on the environment.

Facts in Support of Findings:

(a) The EIR sets forth a mitigation measure requiring archaeological studies and other measures to preserve and record archaeological resources for projects which are proposed in areas of "Potential Archaeological Resources." The notification of the Cabazon Band of Mission Indians is required when site-specific archaeological investigations identify the presence of prehistoric resources. In the absence of supportive documentation of resource potential, and site conditions which would favor site habitation, a full archaeological study of all undeveloped areas would not be warranted.

5. STATEMENT OF OVERRIDING CONSIDERATIONS

The City has determined that the Project will result in significant unavoidable environmental effects. As required by CEQA and Section 15093 of the Guidelines, the City hereby finds that the unavoidable significant effects described in Section 1 are acceptable, based on the following overriding considerations.

The population of the Coachella Valley is expected to double over a 25-year period. Although growth and development will have individual and cumulative impacts on the environment, Indian Wells cannot be expected to freeze development at current levels in order to avoid any potential impacts on the environment. The General Plan and Zoning Code will institute plans and policies permitting resort development and a very low density of new residential development, thereby limiting impacts on the environment and ensuring that the character of the City will not be substantially altered by new development.

Only two alternatives to the Project would have a less significant impact on the environment than the Project: the "no project" alternative and Alternative 8, which would designate the Sunterra site and the property along Highway 111 for low-density residential use. The no project alternative is not realistic because (1) it would not comply with the City's obligation to revise its General Plan in accordance with state law, and (2) it would require freezing development at current levels, which would prohibit landowners from receiving any economic benefit from vacant properties and would fail to accommodate regional growth pressures, including the necessity of providing for the City's regional allocation of affordable housing.

Alternative 8 is not realistic because (1) the Sunterra project is already an approved land use, and (2) the lack of a tax base from resort development would severely curtail the City's level of services to its residents. The City's 1988-89 budget indicates that existing residential development in the City currently demands \$850,000 in service costs above the revenue that it yields. Revenues generated by the residential community cover less than 30% of the costs generated by residential uses. In order to make up the annual \$850,000 deficit, approximately \$85 million in annual sales from

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retail commercial uses would be required, requiring an estimated 500,000 square feet of commercial use. This amount of retail space would consume approximately 52 acres of land.

The General Plan and Zoning Code will provide for the development of resort commercial uses, which generate far greater municipal revenues per square foot than are generated by retail commercial. In addition, the environmental and community impacts of resort commercial uses can be mitigated by requiring buffers and landscaping on relatively large, self-contained sites. Strip commercial uses, in contrast, would create a wall of commercial uses along the City's main thoroughfare, creating adverse environmental impacts. Therefore, the City finds that the development of resort commercial uses is necessary and desirable in order to provide adequate municipal revenues.

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